

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

MANY WOMEN TO-DAY
NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
RIMLESS GLASSES.
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,568

號八十六百五零萬二第

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HONGKONG, MONDAY, JUNE 2ND, 1924 壹拜禮

號式月六年三十國民華中

PRIOR, \$3 PER MONTH

INTIMATIONS

CLARETS

RED
AND
WHITE WINES

CALBECK,
MAGGREGOR

& CO., LTD.

HAVE A LARGE SELECTION
RANGING FROM
ORDINARY TO VINTAGE
WINES
AT VERY MODERATE PRICES.

CALL & SEE OUR SPECIAL LISTS.

15, QUEEN'S ROAD
CENTRAL. TEL. 73 CENTRAL.
[51]

SPORTING.

GUNS by W. W. GREENER WEBLEY
and SCOTT, and Other Makers—British,
French and American.

B.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all descrip-
tions.

Agents for W. W. GREENER, LIMITED,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BRADSHAW ROAD.

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

Week Days		
7.00 a.m.	7.10 a.m.	
7.30	to 8.00	every 15 minutes Stop
8.00	8.30	" " " " " " " "
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A REAL DRINK "BOAR'S HEAD" BRAND



STOUT
A WORLD-WIDE REPUTATION.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
Tel. Central No. 135. No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

TO KILL
ALL INSECTS
SPRAY
LOTOL
FREELY.

FLETCHER'S PRICKLY HEAT LOTION
SPEEDILY CURES
PRICKLY HEAT, HIVES, NETTLE RASH and SIMILAR
SKIN TROUBLES,
ANTISEPTIC, SOOTHING and HEALING.
PREPARED ONLY BY

THE PHARMACY,
(FLETCHER & CO. LTD.)
ARABIC BUILDINGS,
23, QUEEN'S ROAD CENTRAL.

TEL. 345.

RUSSO-ASIATIC BANK.

Capital (Fully Paid)	55,000,000
Reserve Fund	28,980,000
Capital Contributed by the Govt. of the Russian Empire	3,500,000
Reserve Fund	1,750,000

HEAD OFFICE:
Paris: 9, Rue Bonaparte.
LONDON OFFICE:
64, Old Broad Street, E.C.2.

BANKERS:
LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour l'Industrie et le Commerce en France; Societe Generale pour l'Industrie et le Commerce en France; Societe Generale pour l'Industrie et le Commerce en France.
PARIS: Societe Generale pour l'Industrie et le Commerce en France; Societe Generale pour l'Industrie et le Commerce en France; Societe Generale pour l'Industrie et le Commerce en France.
NEW YORK: The Irving Bank; Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
Changhai, Hankow, Manchouli, Tientsin, Ubeho, Harbin, Newchwang, Urumchi, Dairen, Hongkong, Peking, Yokohama, Haikow, Shanghai.

HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES,
Manager.

THE CHINESE MERCHANTS BANK, LTD.

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HEAD OFFICE:
Alexandra Building, Chater Road.

GENERAL Banking and Exchange
Business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

DAIRY FARM NEWS.



It's the flavor. Nothing but the finest selected cheese can ever produce Kraft quality. Quality means flavor, and it's the flavor that makes Kraft Cheese so incomparable.

3 varieties: Canadian, Pimento, Swiss, sold by the slice, round or (sliced).

8 VARIETIES IN TINS.

KRAFT
LOAF
CHEESE
(CANADIAN)
80 CENTS PER LB.

Obtainable at Our
DEPOT and BRANCHES

BRITISH AND FOREIGN SAILORS' SOCIETY.

FACED WITH A SERIOUS FINANCIAL POSITION.

A communication from the General Secretary of the Society states:—

The British and Foreign Sailors' Society after 106 years continuous service for Seamen is faced with a serious financial position, this being a direct result of the War, and in that sense the position of the Society is similar to that of the nation. The State, however, has power to raise money to meet expenses, Charitable Societies have to appeal to the philanthropic public to come to their aid voluntarily. During the War money was generously entrusted to us and this largely because the Empire realised its dependence on our sailors. This money was not hoarded but was spent freely for the objects for which it was given, old work being extended and new work being opened up wherever the occasion demanded. Since the war many people appear to have forgotten the debt which at the best we can never adequately repay and that their very existence still depends on our sailors, but nevertheless the Empire would assuredly collapse today without them as it would have done in time of war.

A BANK OVERDRAFT.

The Society is now faced with a critical financial position with a Bank overdraft of £24,000. The bedrock of the Society's work is the provision of sailors' rest homes where sailors congregate. The maintenance of the 100 homes of the Society throughout the world—wholly or partly sustained involves a debit balance on this account alone of £10,000 to £12,000 per annum. This is not a catering less but is occasioned by the many sided Missionary and social efforts involved in carrying out our motto "In Service for the Sailor." We need £10,000 to complete our Sailors' Hostel in the heart of London Sailordom. This Hostel with its 260 separate rooms has been erected as an Empire Memorial to the gallant sailors of the Royal Navy and the Mercantile Marine.

We are pledged to undertake the provision of new Sailors' Hostels in such great ports as Southampton, Rotterdam, and certain docks in London, and to bring up-to-date and adequately equip our existing work in Barry, Swansea, Bristol, Dublin, Belfast, Tyneside, Plymouth, Antwerp, Hamburg, Australia, New Zealand, Canada, India, Japan, indeed in any of the great ports of the world where there are British sailors.

In order to remove any misapprehension that may exist by reason of the title of the Society: the Society is all British, the word "Foreign" describes and indicates that its operations are not limited to home ports but are also exercised in foreign ports. *Wherever the British sailor goes, there we find and ought to be too.*

OCEAN LIBRARIES.

Floating Libraries are placed on outgoing ships by our Port Missionaries to relieve the monotony of the men who are frequently away from home for long periods, and reading matter is sent regularly to over 600 Lighthouses and Lightships. In order to meet the great need we wish to extend this valuable section of our work. The number of Libraries issued last year was:—New Cabinets, 121; Sets of books exchanged, 44; Total, 605. The Libraries consist of 30 volumes containing a dozen or so works of fiction the remainder being made up of poetry, drama, biography, history, travel, etc. A Bible is included in every library.

MISSIONARY SAMARITAN AND WELFARE WORK.

All the world over our Port Missionaries visit outgoing and incoming ships, keeping a friendly eye on the sailors and helping them in every possible way. We remember that Jack must of necessity be away from home most of his time and one of the principal services we can render him is to provide a home from home and to give him the opportunities for social intercourse and worship which we enjoy at home. We, therefore, station experienced Chaplains and Missionaries, social service workers and committees in every port possible.

It should not be possible to appeal in vain to any gathering of British people for our great Samaritan work for the relief of distress among seamen and their dependents.

THE PRINCE OF WALES SEA TRAINING HOSTEL FOR BOYS.

So named by special permission of His Royal Highness, is a branch of the Society's work of which we are particularly proud. Here we train British boys for British ships—many of these lads are the orphan sons of British sailors. Some of them are here today. H.R.H. The Prince of Wales takes a great personal interest in this particular branch of our activities and has paid several visits to the Hostel inspecting the boys and encouraging the Officers in Charge.

The total number of boys admitted since the Hostel was opened is 340:

from London	72
other parts of England	149
Scotland	73
Ireland	29
Wales	64
Channel Islands	1

The majority of the boys are drawn from the Society's Sea Training Units in Belfast, Greenock, Aberdeen, Glasgow, Southampton, Parkstone, Ramsgate, Dover, Yarmouth, Bristol, Nottingham, Felixstowe, Clacton, London, North and South Wales, etc. Applications have been received from boys in other parts of the world, such as Darjeeling, India, Los Angeles, California and New York, where the fame of the Hostel has spread.

(Continued on next column.)

HOME RULE FOR SCOTLAND. AMUSING DEBATE IN THE HOUSE OF COMMONS.

There was an amusing verbal exchange between the Duchess of Atholl and the Scottish Labourites in the course of a Commons debate on Scottish Home Rule, which the Opposition contended was not a proper subject to be dealt with in a private Member's Bill, and was, in any case, a matter of imperial, not local, interest.

The Duchess of Atholl, opposing the Bill, criticised the expenditure involved, declaring that the North Irish Parliament buildings alone cost £23,000,000.

Mr. Neil McLean retorted: There is already a Scots Parliament building.

The Duchess of Atholl replied: "It is devoted to useful purposes," whereupon Mr. David Kirkwood suggested that Calton Gaol, Edinburgh, was vacant.

The Duchess of Atholl said that, as far as she was concerned, Mr. Kirkwood was welcome to election to such a Parliament. (Laughter.)

Mr. Kirkwood: I have been there already.

The Duchess of Atholl: Well, I haven't.

Mr. Kirkwood: Coming events cast their shadows before.

The Liberals supported the Bill, while Mr. T. P. O'Connor favoured all-round devolution, declaring that the parish pump should not interfere in important imperial questions, as it now did.

INVASION OF LONDON.

EARLY BEGINNING OF BUSIEST SEASON EVER KNOWN.

A recent London paper says:—

The longest and by far the busiest season that London has ever had thus begins nearly a month earlier than usual. Between this week-end and the end of next October it is expected that twelve to fifteen million people will have been here from every corner of the earth.

The London hotels always reflect the world-wide influence of the invasion. "There are people here already from seventeen different foreign countries," said an official of the Savoy Hotel. "And that does not include people from the Dominions. The arrival of two large heavy passenger lists, suggests the usual mid-summer conditions rather than Easter."

About a quarter of a million people are expected from the United States this summer, and 45,000 from Australia, and the steamship service from Canada has already been doubled to meet the rush which has begun.

33 orphan sons of sailors have been admitted free, and a large number of other boys are sons of sailors in all ranks. 38 boys have been to sea as apprentices and the remainder as deck and bridge boys. Two boys have been awarded medals for saving life at sea. 30 little orphan lads, sons of men who fought and died at Jutland and in other naval engagements during the European War are at our orphan home at Farningham.

£265,000 REQUIRED.

For the many activities and for the developments which are necessary we ask for £265,000 and we promise that it will be used to the best advantage "in service for the sailor."

Many functions are already arranged throughout the Kingdom and the Empire and as an indication of the interest which this appeal is evoking, we may mention that the Rt. Hon. the Lord Mayor of London has formed a City of London Committee which to date includes the following:—

The Lord Mayor—Alderman Sir Louis Newton, The Hon. Sir James Allen, K.C.B., Mr. Donald G. Begg, M.B.E., Mr. David A. Bevan, Admiral E. F. Bruce, C.B., Sir Woodman Partridge, C.B.E., Mr. Colin F. Campbell, J.P., Mr. J. I. Carozzi, Sir Jeremiah Colman, M.A., D.L., J.P., Mr. Ernest Cornwall, The Dowager Lady Dimsdale, O.B.E., Mr. G. S. F. Edwards, Rev. Archibald Fleming, M.A., D.D., Sir Ernest Glover, Bart., Sir Frederick Green, K.B.E., Mr. E. C. Grenfell, M.P., Rt. Hon. Viscount Inchcape, K.C.M.G., K.C.S.I., C.B.E., Mr. Percy Jameson, The Hon. Peter G. Lister, Lieut.-Col. E. F. Lawson, The Rt. Hon. the Lord Bishop of London, Mr. Stanley Machin, J.P., Rev. D. F. Mackenzie, M.A., B.D., Sir Herbert Morgan, K.B.E., Sir Landon Ronald, F.R.S.M., Lord Radstock, and Mr. O. R. A. Simpkins, C.B., O.B.E.

Still further the Lord Mayor is communicating with all the Civic Heads throughout the United Kingdom telling them of his own plans and asking that they will as far as possible form a similar organisation in their own locality so that when the Prince presides at the annual meeting of the Society on October 21st next, the sum asked for shall have been realised.

H.R.H. the Prince of Wales writes:—It gives me great pleasure to commend the work of the British and Foreign Sailors' Society, which for over a century has been doing such splendid work in the interests of all sailors and their dependents. I do hope that the appeal which the Society is now making will meet with a hearty response not only in this country, but all over the world. The Society is faced with serious financial difficulties, and I hope to hear when I preside at the annual general meeting to be held in the autumn of 1924, that a sufficient sum will have been raised, not only to meet the immediate needs, but to provide for the pressing claims of the maintenance and extension of the Society's work.

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TSUTSUE PEE,
Manager.

Hongkong, September 8th, 1921. [38]

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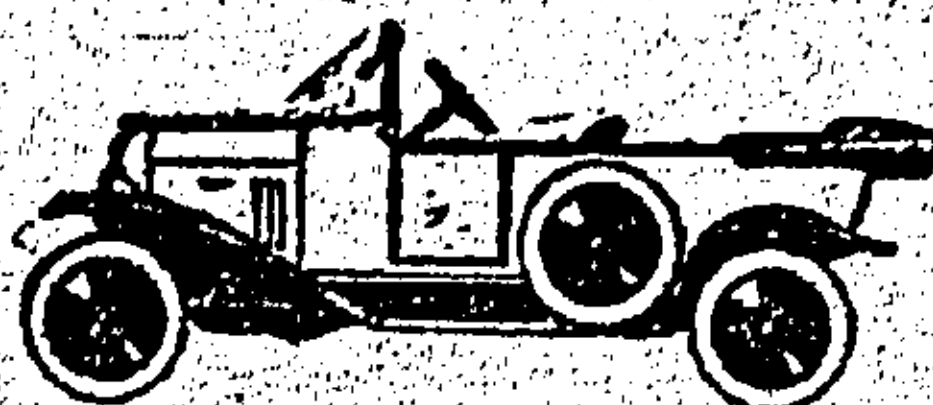
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THE GOLD PROBLEM OF THE UNITED STATES.

GOLD POURING INTO THE STATES.

The following interesting observations on this subject are contained in the latest circular of the Royal Bank of Canada:—

The position in which the United States find themselves in regard to gold at the present time is a very interesting one. After having received a great quantity during and immediately after the war, at the expense of other countries' stocks of the precious metal, the United States continues to take most of the world's annual production. The world's requirements for gold can be divided into three main categories: the amount required for use in manufacturing, the amount required for use in manufacturing, the amount required for the Orient for hoarding, and the amount required for monetary purposes. The demand from the first two named sources absorbs only a moderate portion of the annual production, and gold is now hardly used at all as a circulating medium, so the main source of demand is from central banks or governments who use gold as a reserve. The central banks and treasuries of Europe are to-day holding more gold than they did before the war. Increases in the holdings of such countries as England are largely balanced by declines elsewhere. The increase in holdings was largely a war time phenomenon, and for some time past Europe has shown no desire to accumulate larger reserves of this expensive metal. The gold unwanted by the rest of the world consequently continues to pour into the United States, which, as a gold standard country, must receive it in any quantity.

The fact that gold is used as money tends to obscure the fact that its exchange value is determined in the same way as the exchange value of any other commodity—by demand and supply. The decline in the value of gold since 1913 is measured by a rise in the Index Number of United States prices from 100 in that year to 150 in 1924. The limitation of European requirements, and the continued influx of gold, undoubtedly would have resulted in inflation and a higher price level than the one now prevailing, had it not been for the policy pursued by the Federal Reserve System, during the last three years.

WHERE THE GOLD GOES TO.

As the average bank in the United States wants little gold in stock, and as the people want practically none, the incoming supplies quickly reach the hands of the United States Treasury and the Federal Reserve Banks. The latter, basing their policy on the sound theory that stability in prices is a desirable thing, have allowed the gold to accumulate in their vaults, without using it as a basis for the extension of credit. During the last year and a half, they have been assisted very greatly by the fact that active business and production on a large scale throughout the country have increased the legitimate demands for credit and currency. Additional credit has been supplied by the National and State Banks, without enlarging their borrowings from the Federal Reserve, while an increase in currency circulation has served to absorb the gold imports in the form of gold certificates. Instead of pushing the circulation of Federal Reserve notes, the policy has been to encourage the circulation of these gold certificates, which are backed by 100 cents in actual gold held in the Treasury. The circulation of this form of money increased from \$171,000,000 on June 1st, 1922, to \$271,000,000 on February 1st, 1924, at the same time as Federal Reserve notes in circulation declined from \$2,150,000,000 to \$2,008,000,000.

RESERVE PERCENTAGES.

The Federal Reserve System is only obliged by law to keep a cash reserve of 25 per cent. against deposits, and 40 per cent. against notes in circulation. We show, below, the present position of the System, the cash reserves (almost entirely gold) being divided for the purposes of the present article into percentages of notes and deposits.

APRIL 10TH, 1924.

Federal Reserve Notes in Circulation	\$1,936,349,000	\$1,936,349,000
100% Reserve Deposits in Federal Reserve Banks	2,011,585,000	1,228,941,000
61.5% Reserve Total Notes and Deposits	3,977,934,000	
Total Cash Reserves	3,205,200,000	
Combined Percentage Reserve	80.6	

Every dollar in circulation in the form of Federal Reserve notes can be considered as backed by 100 cents in gold, and every dollar on deposit in the Federal Reserve Banks, as backed by 61.5 cents in gold, these percentages being now far above what practice has found necessary.

This large percentage reserve has been allowed to accumulate for the express purpose of avoiding inflation. The Federal Reserve System recently gave official publicity to their policy, stating that discount rates and credit facilities are not now determined by reserve percentages.

What lends the situation its great interest to-day is the possibility that the present state of affairs cannot long be maintained in the face of continued heavy imports of gold. The Federal Reserve System has only a limited power of absorbing gold in such a way as to prevent it from affecting bank credit and prices. The incoming gold is received by the commercial banks. Without detailing the process, we can say that usually its first effect is to increase the amount which the member banks have on deposit with the Federal Reserve Bank. Now the member banks receive no interest on their deposit with the Federal Reserve

and have no desire to hold there more than the low requires. When their deposits rise above the amount legally necessary, the excess is used either to reduce their borrowings from the Federal Reserve System, or, if they are not borrowers, to enlarge their loans or holdings of securities. Member bank borrowings in the shape of rediscounts stood at \$400,000,000 on April 16th, 1924, as compared with \$647,000,000 on April 15th, 1923. If rediscounts were all paid off, the Federal Reserve System could still absorb a further \$443,000,000 gold by selling that amount of Government securities and bills purchased in the open market, which it now holds. The total of these items referred to is \$912,000,000, an amount somewhat less than two years' imports of gold at the rate at which imports were received in the first quarter of 1924.

If gold imports continued after member bank borrowings had been repaid and bills and securities held by the System had been disposed of, the effort of the banks to find employment for their surplus reserves would inevitably tend to have as a result, first, lower interest rates, later, an increase in commercial borrowings, and, finally, rising prices.

If the above presents an accurate picture of the situation, then the price decline which has been going on in the United States since September is not liable to be carried very far. We have considered the theoretical possibility of the Federal Reserve System accumulating a reserve of 100 per cent. against note and deposit liabilities, but such a point is most unlikely to be arrived at in practice. It would mean, for one thing, that the Federal Reserve System had no earning assets, or, in other words, nothing coming in with which to pay its annual operating costs of \$20,000,000. Under present conditions, the System requires earning assets of not less than \$650,000,000, in order to pay expenses, and earning assets could only fall some \$250,000,000 below their present figures without resulting in an operating loss.

BEARING ON EUROPEAN FINANCE.

The United States situation has an important bearing on European finance, and is being watched, especially by England, with the greatest interest. The European countries who borrowed \$10,000,000,000 from the United States during the war, did so during a time of high prices. The actual cash was of no use to them; they immediately turned the ten billion dollars credit into foodstuffs and munitions, purchasing these supplies while the United States price index for such goods averaged at least 200. Now, when they come to repay their debts, the price-index stands at 150. The monetary terms only serve to obscure such transactions. Commodities are the real basis. The ten billion dollars, which these countries are obliged to repay the United States, represent to-day about 33 per cent. more in actual goods than was received by the borrowers during the war. A general rise in the United States price level, would have the effect of sparing these countries a portion of the heavy losses which deflation inflicted on them. It would also simplify the task of restoring the pound sterling and certain other currencies to a gold basis. The next twelve months should yield an indication of what results can be expected.

13 DAYS FOR \$9 9s.

AUSTRIANS AND GERMANS CROWD INTO ITALY.

Reports from Italy stating that there is an overwhelming influx of German and Austrian tourists into that country are now partly explained.

It appears that the Austrian Academic Association organized a gigantic Easter tourist party to the Italian cities for 13 days beginning April 13th, at inclusive fees of about \$9 9s. Nearly 3,000 Austrians subscribed, and started happily in special trains from Vienna.

The Pope, it is stated, has promised to receive the party, although nearly half of the tourists are Jews, and the organizers have arranged for the three sections of the party to assemble in Rome during Easter for reception by the Pope.

Easter time is always a congested period for Italian travellers. Hundreds of letters are now arriving in Vienna describing the experiences of the luckless 3,000 tourists. Hundreds spent two nights in the streets of Florence hungry, unwashed, and penniless.

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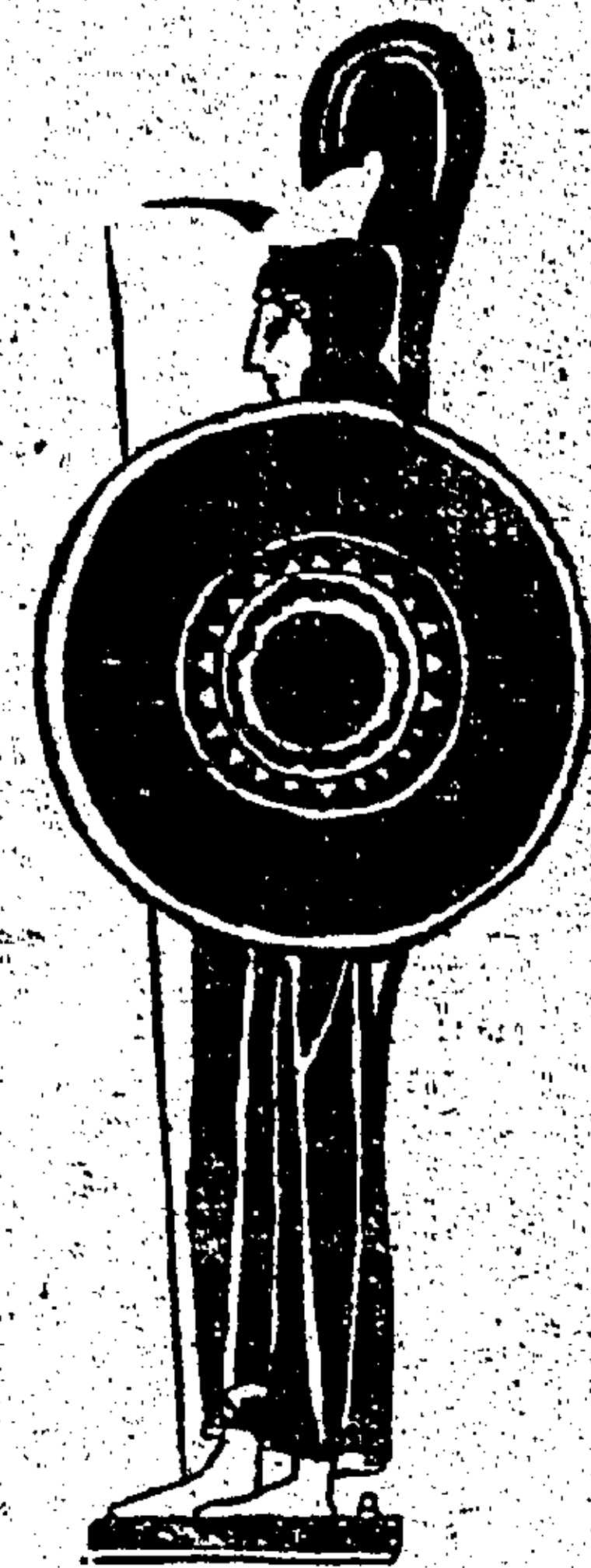
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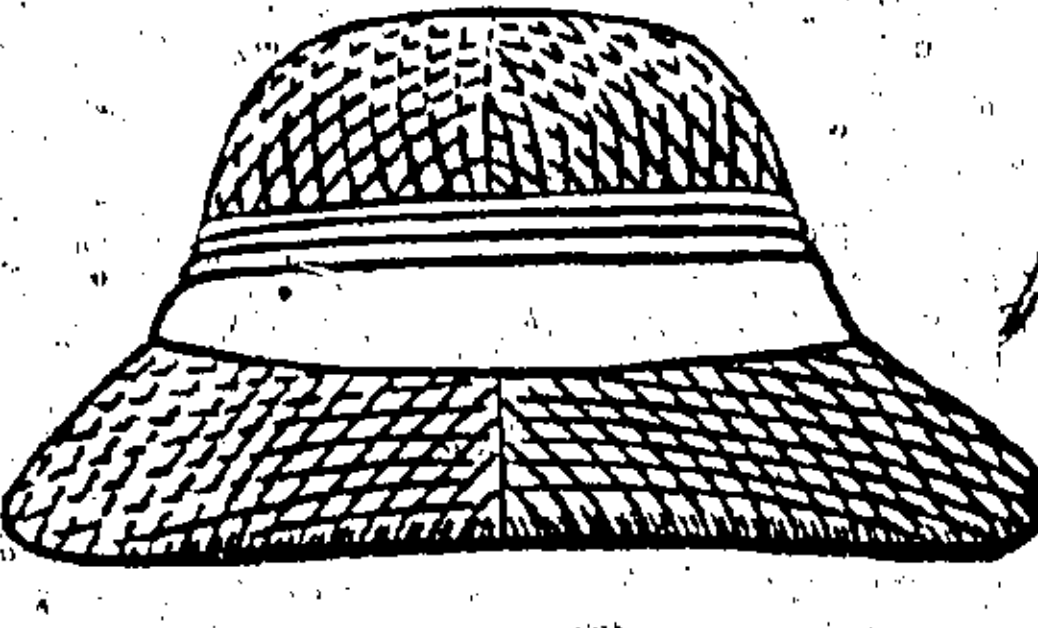
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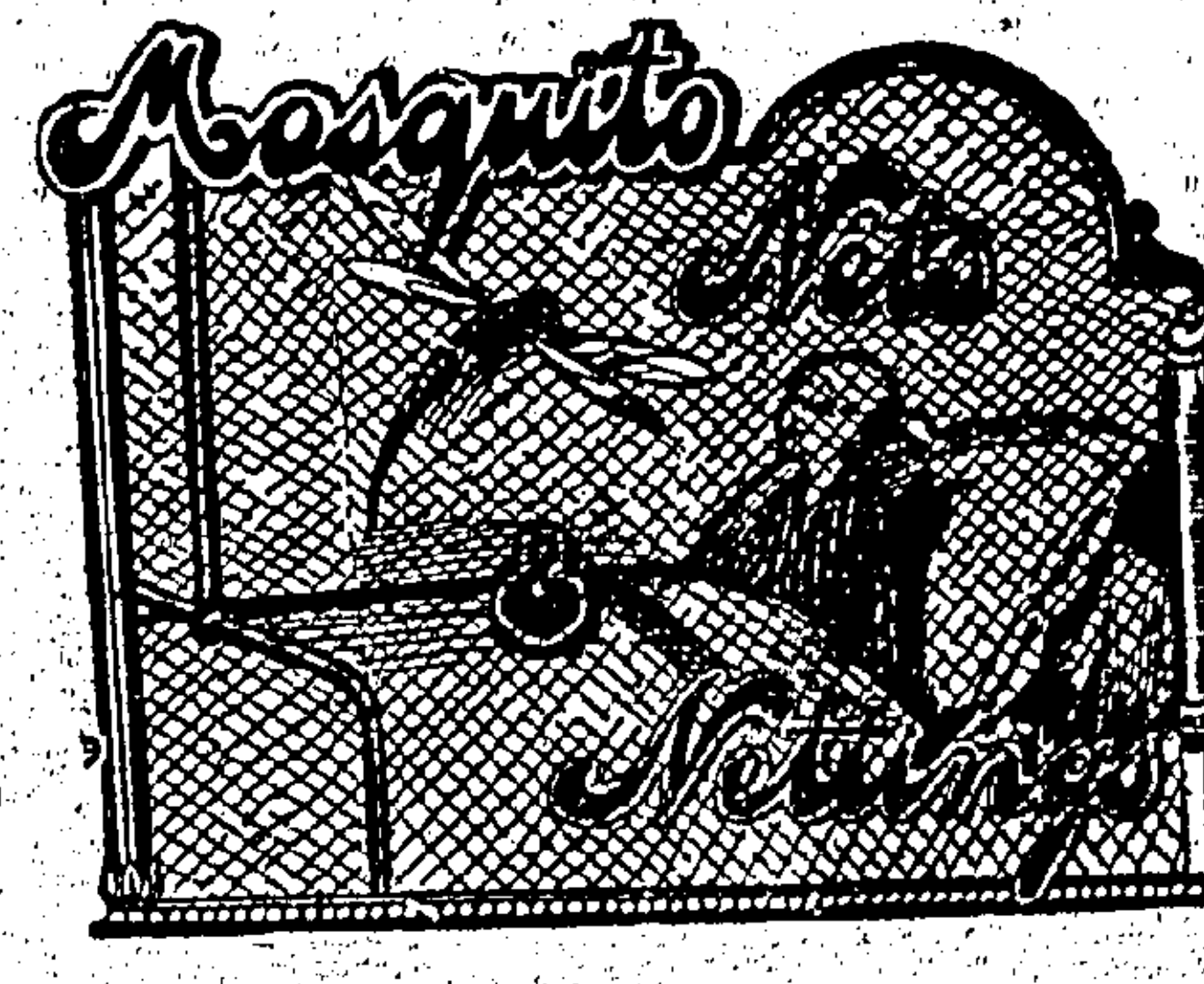
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4' x 6'6"	\$17.75 "	4' x 6'6"	\$19.75 "
4'6" x 6'6"	\$18.75 "	4'6" x 6'6"	\$20.75 "
5' x 6'6"	\$19.75 "	5' x 6'6"	\$21.75 "
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ADMIRAL SIR A. LEVESON. ENTERTAINED IN PEKING. —SPEECH ON FAR EAST SHIPPING.

Admiral Sir Arthur Leveson, K.C.B., Commander-in-Chief of the British China Station, was the guest of honour at an Anglo-American Association'siffin at the Grand Hotel des Wagon-Lits on May 29th. Sir Francis Aglen presided over a big attendance, amongst those present being H.E. the British Minister (Sir Ronald Macleay), and Mr. W. R. Peck, Chinese Secretary of the American Legation.

After he had been briefly introduced by the Chairman, Admiral Leveson said he should like to say first of all that he felt amongst friends and that was a point he wished to bring out very much. Dwelling with emphasis upon the traditional friendship between the English and the Americans, he said he would like to mention that he was a "Pilgrim." He was not a poet, he hastened to assure the gathering amidst laughter, but he was a "Pilgrim" and the "Pilgrim" were an Anglo-American organization which had a similar object to this Association in Peking—the fostering of friendship between the two countries. During the war, the Admiral continued, he was very closely associated with American naval squadrons and wherever they went British naval officers and American naval officers fraternized and worked together. They not only worked together but they played together and that was one of the reasons for the co-operation which always existed wherever the Americans and English were found side by side. The general work which went on here in China was largely due to the close co-operation of the two Navies. Another form of friendship to which Admiral Leveson wanted to allude was the friendship and hospitality that the Navies of both nations received from the civilians with whom they came into contact. Wherever they had gone they had met with the utmost friendliness and co-operation on all sides and that was one of the things which had struck him most since he had been out here. He should like moreover to congratulate the civilians on what he had seen out here in the way of the advancement of civilization and the significant work that all the various civil elements were carrying out under difficult circumstances all over the Far East.

SHIPPING OF THE EAST.

There were one or two other impressions he had received in coming out to the East for the first time. One of them was significant—shipping—the size of the vessels of all sorts and of all nations and their numbers. Wherever one went there he saw numbers of these great vessels and in no other part of the world were so many ships of such size and efficiency to be seen. Admiral Leveson said he would like to see the statement of every country coming here to see what is going on in the East and he thought the people who maintained these ships were beyond all praise for the way they were advancing civilization here. Trade and development must be brought, go on and increase while they had such fine vessels to carry on the work and, incidentally, that brought out the usefulness of the Navies, which were out to be helpful and to look after things. Another thing which Admiral Leveson said had impressed him a good deal was the way in which tropical races out here were being administered by the more civilized peoples, as in the case of the Dutch in Java, the French in Annam, the British in Malaya, the Americans in the Philippines. He thought it was perfectly wonderful to see all these different nationalities handling the situation in the way they were handling it, all over the Far East. There was an old nautical adage that "different ships have different long splices, but the splice holds nevertheless." He thought that was true of the way in which all these different places were being governed—there were different ideas and different methods but there was good in them all.

CHINA'S CIVILIZATION.

The Admiral confessed that he found the subject of China a very difficult one to pass any remarks upon. He had always heard that this country had retained her ancient civilization. It was to be hoped that, with the aid of her friends, and of the United States and Great Britain in particular, her civilization would gradually be brought more into accord with modern developments. He had been very fortunate in going up the Yangtze to see the province of Szechwan and he was enormously struck with the possibilities of that part of the country, with its wonderful river, down which merchant ships and Navies could move. He thought the future of these parts lay in the head waters of the Yangtze lay "in the lap of the Gods" but that it was going to be a magnificent future.

"To those of you who are interested in river steamers," Admiral Leveson declared, "I can only say—push your ships up. There is stuff to get there and the steamers are taking the place of the junk and are doing an enormous deal of good work." Sir Arthur said that he would conclude with the words which were so often in the mouth of Stonewall Jackson "Press Forward." "And I would add," he said, "press forward with energy, discipline and civilization." (Applause.)

On behalf of the Committee and members of the Association, Sir Francis Aglen tendered cordial thanks to Admiral Leveson for his interesting address.

CINEMA NOTES.

WORLD THEATRE.

In William P. S. Earle's production, "The Dancer of the Nile," coming to the World Theatre on Wednesday, he utilizes what he terms "motion paintings," a phrase coined to designate his paintings in which actors move about with all the freedom they would enjoy were they acting in real sets. His process, it is said, will tend to revolutionize picture making, especially in those productions necessitating the erection of mammoth and expensive sets.

LOCAL SPORT.

TENNIS LEAGUE.

SATURDAY'S MATCHES.

FIRST DIVISION.

U.S.R.C. & H.K. UNIVERSITY.

U.S.R.C. won by 25 games:
Bates and Smith beat Forster and Hett, 3-1; beat Yue and Wong, 10-1; beat Peterson and Hung, 8-3; (20-7).
Worthington and Chippendale lost to Forster and Hett, 3-8; beat Yue and Wong, 8-3; beat Peterson and Hung, 10-1; (21-12).
Henslowe and Allfree lost to Forster and Hett, 2-9; beat Yue and Wong, 7-4; beat Peterson and Hung, 6-3; 15-18.—Total, 62-37.

G.R.C. v. K.C.C.

K.C.C. won by 13 games:
Green and Lay beat Ho and Ho, 8-3; beat Lau and Lau, 9-2; beat Wong and Lau, 7-4; (24-9).
Krebs and Tymbitsky beat Ho and Ho, 6-5; lost to Lau and Lau, 5-6; lost to Wong and Lau, 5-6; (10-17).
Hyde and Fincher lost to Ho and Ho, 5-6; beat Lau and Lau, 6-5; beat Wong and Lau, 6-5; (17-19).—Total, 57-41.

SECOND DIVISION.

CLUB DE RECREIO v. CRAIGENGOWER C.C.

Club de Recreio won by 43 games:
Noronha and Assumpcao beat Abbas and Hyder, 10-1; beat Modi and Cordeiro, 8-3; beat Thomson and Gomes, 7-4; (25-8).
Soares and Osmond beat Abbas and Hyder, 8-3; beat Modi and Cordeiro, 7-4; beat Thomson and Gomes, 9-2; (24-9).
Hyndman and Barros beat Abbas and Hyder, 7-4; beat Modi and Cordeiro, 5-6; beat Thomson and Gomes, 10-1; (22-11).—Total, 71-28.

K.C.C. "A" v. K.C.C. "B"

K.C.C. (A) won by 11 games:
Jones and Green, lost to Dryden and Bishop, 3-8; beat Brown and Savage, 6-5; lost to Woodward and De Quivercourt, 4-7; (13-20).
Pingnet and Oliver, lost to Dryden and Bishop, 5-6; beat Woodward and De Quivercourt, 6-5; beat Brown and Savage, 8-3; (19-14).
Ramsey and Mason beat Woodward and De Quivercourt, 7-4; beat Brown and Savage, 10-1; beat Dryden and Bishop, 6-5; (23-10).—Total, 55-44.

C.S.C.C. II. v. N.T.C.

C.S.C.C. won by 1 game:
Best and Gillow beat Spaltenius and de Louie, 6-5; beat Groot and Staargard, 7-4; lost to Egmont and Bonnerma, 5-6.
Hollidge and Wood lost to Egmont and Bonnerma, 4-7; lost to Soltenius and de Louie, lost to Groot and Staargard, 5-6.

Shepherd and Luck beat Egmont and Bonnerma, 6-5; beat Groot and Staargard, 7-4; beat Nollenius and de Louie, 7-4.—Total, 50-49.

GOLF.

HAPPY VALLEY JUNIOR CHAMPIONSHIP.

The local lawn bowls season was to have been commenced on Saturday, but owing to the death of the Hon. Mr. A. R. Lowe (President of the Lawn Bowls Association in Hongkong) all league matches were cancelled. At the Police Recreation Club, however, an interesting international one-rink match was played between representatives of England and Scotland. The match resulted in a win for England.

England: Whant, McLeod, Reynolds, Knight.
Scotland: Reid, D. Clark, Grimmett (Skip) 17; J. Clark (Skip) 10.

BOWLS.

AN INTERNATIONAL TRY-OUT.

The first round of the Happy Valley Junior Section Championship, the exception of two matches, was played off during the weekend. The following are the results:—

J. Laing beat P. Morrison, 4 and 3.
J. McCubbin walk over.
B. Clark beat B. Petheram, 2 up.
F. E. Lawrence beat E. Moore, 2 up.
C. H. Beardsall beat W. Pryde, 4 and 2.
J. H. Gelling beat D. J. Brown, 3 and 2.
W. Paterson and C. A. Grimes and W. H. Edmonds and W. McKay have still to play their matches.

BILIARDS.

HO KONG TONG TOURNAMENT FINAL.

At the Palace Hotel, Kowloon, last Saturday night, the final match in the competition for the Ho Kong Tong Cups was played, the contestants being Messrs. H. A. Osmond (Amateur Champion of Hongkong and E. Spry.

The latter indulged in safety tactics throughout the game, and showed fine generalship, leaving the champion few opportunities of gaining effective control of his beloved red ball.

Osmond, on the other hand, was noticeably off-colour, and failed to "give the weight away" to his opponent, who finally won a good game by 115 points.

The best breaks were:—

Osmond (owes 325), 48, 45, 27, 20, 20, 18, 13 (twice), 14, 13 (twice).
Spry (owes 125), 35, 22 (twice), 20, 16 (twice), 15, 14, 13 (twice).

At the conclusion of the game the cups were presented by Mr. B. S. Corke to the respective winners:

H. A. Osmond 1
E. E. Silva 2
E. Spry 3

"ATTABOY!"

HONGKONG BASEBALL SEASON COMMENCES.

The fragrance of chewing-kum embalm-ed the air of Happy Valley on Saturday afternoon, and a joss of presumably mighty power, by the name of Attaboy, was repeatedly invoked.

The reason alike of the incense and the stentorian orisons was that all the baseball "fans" of the Colony had fore-gathered to watch the first match of the season in the League competition.

The contesting teams were the Hong-kong Baseball Club and the Japanese B.C., and after seven well-contested innings apiece, the latter were victorious by 11 runs to 0.

His Excellency the Governor had signi-fied his intention of being present; but owing to the sad death of the Hon. Mr. A. R. Lowe, he was unable to do so.

Mr. W. H. Gale, the United States Consul-General, threw the first ball. He afterwards received, for presentation to the Governor, a souvenir baseball mounted on a silver stand and encircled with a silver band suitably inscribed.

The Japanese were the first to go in, but lost their three men for no score. On Hongkong going in, Father Lane got the first hit and reached first base, a hit from Ryan shortly afterwards sending him home for the first run of the match. Next Wilson got home from a hit by Dome. These two runs were the sole result of Hongkong's first innings, and the Japanese side raised the hopes of their supporters by scoring four runs in their second innings, so that at this point they led by 4-2.

When Hongkong went in again, Dow-rick almost immediately scored a splen-did home run. The great god "Attaboy" was again called upon with rapturous enthusiasm.

"You've got 'em on the gate! You've got 'em swingin'!" shouted one gentle-man, almost delirious with joy, when in Hongkong's fourth innings the home side took the lead by 6-5. His gratification was short-lived, however, for in their fifth innings the Japanese put on five runs, and led by 10-6. From this point they were never headed again, and the end came with the score 11-9 in their favour.

According to the experts, it was a "slugging match" from start to finish. The Japanese fielded remarkably smartly, but the Hongkong side were not so well together. They had many opportunities to score, with men on bases, but "passed them up" through weak batting. The Japanese base-running was very good.

The Japanese sixth innings was excit-ing because all three batters were out to catches, two of which were brilliantly made by the Hongkong pitcher, O'Con-nor.

YESTERDAY'S FRIENDLY GAMES.

Two friendly baseball matches were played at Happy Valley yesterday, at 2 p.m. and 4 p.m.

The first was between the U.S.S. Sevens and the 45th United States Naval Division. It was a well played game, in which the most prominent fea-tures were a home run hit in the first innings by Reynolds of the Sevens and the fine pitching of Wickham of the 45th Division, who contributed largely to the victory of his side by 4 runs to 3.

The second game was between a team of the 45th Division and the South China Athletic Club, who fielded their reserve side. For the sailors Brown scored two splendid home runs, and one other was contributed by Frazier.

The Chinese were weak in all depart-ments, as was perhaps natural in players with not very much experience, and they were deservedly beaten by 14 runs to 2.

MACAO NOTES.

INDUSTRIAL OPPORTUNITIES.

[FROM OUR OWN CORRESPONDENT.]

Applications have been received by the Harbour Works Department for the lease of several lots of reclaimed land in the vicinity of Patane (near Green Island). Three applications are in respect of brick factories. The aggregate area of these is about 63,562 square metres for which the applicants offer an annual rental of 9 cents and 7 cents per square metre. Another application is in respect of brick manufac-ture, of cement, by a new method and with permission to prepare lumber by mechanical processes. This application concerns an area of 19,315 square metres for which an offer of 9 cents per square metre per annum has been made. The fifth application covers an area of 4,633 square metres for the construction of a slipway and dockyard; this applicant offers the Government 10 cents per square metre per annum.

In conformity with Portuguese law, the Harbour Works Department is open to receive, up to the 20th of June, applica-tions from other parties for the same prop-erty. Such applications must state the uses to which it is intended to put the property, and the annual rental offered to the Government. Other lots for indus-trial purposes are also available in this locality.

I am informed that the Nanyang Tobac-co Co. has applied, or is applying, for a large area in the district of Patane for the construction of a tobacco and cigarette factory.

NEW BUILDINGS.

Mr. Chan Peng Hing, a wealthy mer-chant from Shanghai, who is a Portuguese subject, acquired some time ago the area close to the Macao Hotel, which has been an eyesore for a long time. On the Praia Grande front of this site, he is building a residence for himself in the Portuguese style of architecture.

On the site facing Avenida Almeida Ribeiro and Avenida Coronel Mesquita, Mr. Chan is building a number of houses to rent out for business purposes. These buildings are, unfortunately, to be built in a style, not at all in keeping with the importance of the locality and it is to be hoped that Mr. Chan can be prevailed upon to erect more elegant and more use-ful buildings.

THE PORTUGUESE FLIGHT.

Great interest has been aroused in the flight of the Portuguese aviators, Brito Paes and Sarmiento Beires, who, unfortu-nately, met with an accident in India.

GRUESOME DISCOVERIES.

Some days ago, at Coloane, the body of a Russian was discovered, identified from the papers in his possession as V. M. Balmashoff, who is believed to have died of exposure.

At the Praia Grande, the corpse of a Chinese was recovered. The body was riddled with bullet wounds and the wrists and ankles were tied. As the body was an advanced state of decomposition it must have been in the water for quite a number of days.

V.R.C. SWIMMING FETE.

DANCING ENDS ENJOYABLE EVENING.

At the swimming fete on Saturday night at the Victoria Recreation Club some excellent events were witnessed, all of which were keenly contested.

The results were:—

1.—Two Lengths Handicap. (Mem-bers).—1, D. Ogilvie; 2, S. Ogilvie. Time: 22.1-secus.

2.—Two Lengths Handicap. (Boys).—1, A. Bliss; 2, B. Gosano. Time: 22-secus.

3.—Two Lengths Handicap. (Ladies).—1, Miss B. George; 2, Miss Blunsdon; 3, Miss E. Bliss. Time 42.1-secus.

4.—Two Lengths Handicap. (Girls).—1, Ena Allen; 2, Martha Gourley. Time: 37.4-secus.

5.—High Dive.—(Three Tries). Open to the Colony.—1, W. C. Urquhart (20 points); 2, C. MacKenzie and A. Kitchell (tie 91 points each).

6.—Service Race.—Two Lengths Handi-cap.—1, Humberston; 2, Hannon. Time: 21-secus.

7.—One Length Team Race.—1, G. R. Bazarov, A. A. Botelho, J. Kent, A. G. Botelho, D. Ogilvie and J. Hand.

"After the aquatic events, dancing to the strains of the Quavers Band took place.

DEATH OF THE HON. MR. A. R. LOWE.

A LOSS TO THE COLONY.

We deeply regret to record the death of the Hon. Mr. Arthur Rylands Lowe, which took place at the Peak Hospital at 4.20 a.m. on Saturday, May 31st.

On Thursday, May 22nd, Mr. Lowe had attended a meeting of the Legislative Council. He seemed then to have a heavy cold upon him. On the following evening he was advised to go into hospital. His illness was diagnosed as pleurisy and he had a high fever which led to suspicions of entering that were subsequently confirmed. It had been generally known to his many friends that as the week advanced his condition became more critical, but the news of his death early on Saturday morning came nevertheless as a great shock.

The deceased gentleman was just on 51 years of age. He was born at Manchester, on June 23rd, 1873, was educated at Hulme Grammar School, Manchester, and articled to the firm of Messrs. Parkinson, Mather & Co., chartered accountants of Manchester and London. From 1903 to 1902 he was with Messrs. Butterfield and Swire, but in the latter year started in practice in the Colony as a chartered accountant, becoming at the same time Secretary to the Hongkong General Chamber of Commerce. Great success attended his enterprise as a chartered accountant and subsequently Mr. J. E. Bingham was taken into partnership and the firm's activities were extended to Shanghai with steadily growing success in both ports. Branches of the firm were subsequently opened at Singapore and at 51, Fenchurch St., London. In Hongkong the firm of Messrs. Lowe, Bingham and Matthews are Secretaries of both the Fire and Marine Insurance Associations to the Colony and they have the auditing of the accounts of a large number of public companies and firms. The late Mr. Lowe himself held powers of attorney for quite a large number of people who are no longer resident in the Colony—an evidence in itself of the confidence and respect he had earned.

In recent years the deceased gentleman had been for two or three short periods a member of the Legislative Council of the Colony, and was a member of the Council at the time of his death, being appointed by H.E. The Governor to fill a vacancy created by the absence in England of Mr. H. W. Bird. As an expert accountant Mr. Lowe rendered very useful public service on the Council, notably in connection with the defeat of the effort made by the Telephone Company to obtain from the Government a renewal of their contract on conditions which were condemned by Mr. Lowe as unduly onerous to the public. As Chairman of a committee representing both the European and Chinese Chambers of Commerce in the Colony, Mr. Lowe devoted a great deal of his spare time to analysing the accounts which the Company put forward in support of their claim, and produced a report that caused the renewal of the contract to be refused except on terms laid down in the resolution passed by the Council on the subject.

Since 1906, Mr. Lowe had been a Justice of the Peace of the Colony. He was a member of the Licensing Board, and was a Director of the Hongkong and Shanghai Hotels, Ltd.

The late Mr. Lowe was a man who had the equanimity of his convictions and was fearless in the expression of them. Old friends were wont to speak of him as a man who had not been spoiled by his success. Socially he was very popular and enjoyed the friendship and respect of a very wide circle. He was a member of many of the Sports Clubs of the Colony, and as a token of respect to his memory the flags of these Clubs were at half-mast on Saturday, as also was the flag of the Hongkong Club.

Yachting had long been his favourite pastime and he was Commodore of the Royal Hongkong Yacht Club last year. Lawn bowls was another form of recreation in which he was much interested, and he was President of the Lawn Bowls Association of the Colony. The bowling season was to have started on Saturday, but as a tribute of respect, the matches were postponed till next week. Similarly a dance at the Peak Club was cancelled.

His premature death is universally deplored in the Colony and this regret will be shared wherever he was known in the East. The late Mr. Lowe married about twelve years ago and leaves a widow and three children to whom in their bereavement the sympathy of the public is extended.

THE FUNERAL.

The funeral took place on Saturday evening, and the large attendance and the scores of wreaths sent afforded eloquent testimony to the esteem in which the deceased gentleman was generally held. The cortege was timed to pass the Monument at 3.30, but it was nearly half an hour later when the hearse came into view. Meanwhile a very large number of people had assembled.

As the hearse passed the Monument a procession was formed to the Cemetery. H.E. The Governor (Sir R. E. Stubbs, K.C.M.G.) walked immediately behind the coffin, followed by his Private Secretary (Mr. Gainsford St. Lawrence), the Hon. Sir Claud Severn, K.B.E. (Colonial Secretary), and Mr. H. H. J. Gompertz (Acting Chief Justice). The coffin was of polished oak, with silver plated fittings, and the interment took place in the old residents' section of the cemetery, the Rev. H. Copley Moyle, M.A., Senior Chaplain of St. John's Cathedral, officiating.

Among the large crowd gathered at the graveside, in addition to the chief mourners already mentioned, were noticed Commodore H. E. Grace, R.N., Colonel Russell Brown, R.E., D.S.O., Hon. Mr. C. Montague Ede, Hon. Mr. H. T. Creasy (Director of Public Works), Hon. Mr. R. H. Kotewall, Hon. Mr. Chau Sui Ki, Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police), Hon. Mr. D. W. Trautman (Colonial Treasurer), Mr. A. Dyer Ball (Puisne Judge), Mr. S. B. B. McDermid (Clerk of Councils), Mr. W. W. Hornell, C.I.E. (Vice-Chancellor of the Hongkong University), Mr. P. J. Wodehouse, C.I.E. (Deputy Superintendent of Police), Messrs. J. Fleming, A. Ritchie, A. J. J. Martin, T. A. Martin, H. S. Martin, E. D. da Rosa and others (of the Staff of Messrs. Lowe, Bingham and Matthews), Mr. J. Owen Hughes (Chairman of the Chamber of Commerce), Mr. J. Scott Harston, Father, Robert, Mr. A. H. Barlow, Mr. A. H. Ferguson, Messrs. T. Arthur, E. W. Carpenter, H. S. Rouse, and Yeoman of Signals Franklin (representing the Royal Hongkong Yacht Club), Messrs. C. J. Tschudi and A. Hamilton (representing Lawn Bowls Association), Messrs. G. M. Young, N. S. Brown, C. C. Knight, P. A. Wells, J. McHutchison, R. MacGregor, F. W. James, J. Reid, K. E. Greig, R. E. Dyer, E. L. Hosie, Andrew Forbes, G. C. Mackie, Eldon Potter, W. L. Pattenden, P. Lauder, D. E. Clark, A. Barclay, H. B. L. Dowbiggin, R. H. Hancock, H. P. Winslow, J. Hennessy, Seth, C. Bernard Brown, H. R. Phelps, N. L. Smith, W. E. L. Shenton, D. V. Stevenson, Campbell Prosser, G. K. Hall Brutton, E. Davidson, C. A. Hooper, D. H. Blake, D. J. Lewis, H. Nisbet, R. E. A. Webster, G. Grimble, E. W. Hamilton, C. D. Melbourn, T. E. Pearce, Lieut. Col. Robertson, M. M. Maas, W. E. Roberts, E. Humphreys, H. A. Lammer, Capt. B. Branch, Capt. R. H. Douglas, E. A. Ram, Dr. J. H. Sanders, F. C. Hall, J. A. Plummer, W. A. Dowley, F. R. Marsh, J. W. C. Bonnar, R. T. Matheson, P. C. Potts, J. F. Wright, T. W. Hornby, A. H. White, A. F. Key, W. J. Hawker, M. Breen, F. W. Gibbins, J. Robertson, E. M. Hodgson, W. H. Mansfield, W. G. Blair, W. Armstrong, E. B. Reed, B. D. F. Beith, J. P. Warren, Lieut. Connelley, Hake, Syme Thomson, C. Blaker, D. Gow, A. L. Shields, A. H. Hollingsworth, B. A. Hale, L. A. Blackburn, Middleton Smith, A. W. Tickle, T. M. Huzlerigs, Teeddale Mackintosh, Ho Kwong, A. S. Forsyth, D. Keith, G. T. May, and G. A. Musitano.

THE WREATHS.

Wreaths from the following were placed upon the grave:—His wife, His children, Joyce and Dorothy, H.E. The Governor, The Government of Hongkong and the Legislative Council, Sir Claud and Lady Severn, the Hon. Mr. Montague Ede, the Hon. Mr. Chau Sui Ki, the Hon. Mr. H. T. Creasy, the Hon. Mr. R. H. and Mrs. Kotewall, the Hon. Mr. D. W. and Mrs. Trautman, the Hon. Mr. D. W. and Mrs. Trautman, Committee and Members of the Hongkong Club, Committee Peak Club, Hongkong Jockey Club, Hongkong Cricket Club, Royal Hongkong Yacht Club, Kowloon Bowling Green Club, Cravenhoe Cricket Club, Kowloon Dock Recreation Club, Tai Koo Lawn Bowlers' Association, Hongkong Club, Bowlers' Accounts Office, Hongkong Club, Constitutional Reform Association, Institution of Engineers and Shipbuilders of Hongkong, Hongkong Lawn Bowls Association, Hongkong Boys Scouts Association, The Cathay Chapter, 1165, E.C., Perseverance Lodge 1165, E.C., St. Mary Magdalene Chapter of Rose Croix No. 73, University of Hongkong, Officers of Hongkong Volunteer Defence Corps, Messrs. Lowe, Bingham and Matthews (Hongkong), Lowe, Bingham and Matthews (Shanghai), Hongkong Chamber of Commerce, Association of Exporters and Importers of Hongkong, The Marine Insurance Association of Hongkong, and Canton, The Fire Insurance Association of Hongkong, The Asiatic Petroleum Company (South China), Ltd., Bank Line, Ltd., Benjamin and Potts, Bradley & Co., Ltd., Butterfield & Swire, Canton Insurance Office, Ltd., Chartered Bank of India, Australia and China, China and Japan Telephone and Electric Company, Ltd., The "China Mail" Staff,

The China Provident Loan and Mortgage Co., Ltd., China Sugar Refining Co., Ltd., Deacons, Dodwell & Co., Ltd., Gandy Price & Co., Ltd., General Electric Company of China, Ltd., Gilman & Co., Ltd., Government Audit Department, T. E. Griffiths, Ltd., Hongkong and Shanghai Banking Corporation, Ltd., Junior Mess Hongkong and Shanghai Banking Corporation, Ltd., Hongkong and Shanghai Hotels, Ltd., Head Office Staff same, Chinese Staff same, European Staff Hongkong Hotel, Hongkong Tramways, Ltd., Hongkong and Whampoa Dock, Ltd., Hastings, Deacons and Bowley, Holborn, Massey & Co., Ltd., Hughes and Hough, Ltd., Hongkong and China Gas Co., Ltd., Hongkong Daily Press, Ltd., Hongkong Engineering and Construction Co., Ltd., Hongkong Fire Insurance Co., Ltd., Hongkong Territorial Estates, Ltd., Indo-China Steam Navigation Co., Ltd., and Bank Office Staff, Jardine, Matheson & Co., Ltd., Johnson, Stokes and Masters, Lane, Crawford, Ltd., Lo and Lo, W. R. Loxley & Co., Dr. Noble & Co., Official Measurer's Staff, P. & O. Banking Corporation, Ltd., E. D. Sassoon & Co., Ltd., Shing, Tomes & Co., Percy Smith, Seth and Fleming, South China Morning Post, Ltd., Seaton, Swedish Trading Co., Ltd., The Tai Koo Dockyard and Engineering Co., Ltd., Thomson & Co., Thoresen & Co., Union Insurance Society of Canton, Ltd., C. E. Warren & Co., Ltd., Wilkinson & Grist.

Mr. and Mrs. C. G. Alabaster, Mr. J. W. Alabaster, Capt. and Mrs. T. Arthur, Mr. G. D. Arthur, Mr. W. Armstrong, Mr. C. S. Archbutt, Mr. D. Abbey, Mr. A. Abbas, Misses E. and I. Alvarez, Mr. A. H. Abbas, Mr. H. Birkett, Mr. D. H. Blake, Mr. G. K. Hall Brutton, Mr. L. G. Bird, Mr. D. K. Blair, Mr. H. S. Bennett, Mr. J. A. Bullock, Mr. A. H. Barlow, Mr. L. G. Bird, Mr. S. T. Butlin, Mr. C. E. Beavis, Mr. B. Boothby, Dr. and Mrs. G. Black, Mr. and Mrs. Berg, Mr. and Mrs. C. B. Brown, Capt. B. Branch, Mr. and Mrs. Neilage Brown, Mr. T. H. Brayfield, Mr. and Mrs. W. H. Bell, Mr. E. W. Carpenter, Mr. D. E. Clark, Mr. H. B. Cleland, Mr. A. G. Copple, Mr. and Mrs. E. J. Cotton, Mr. C. Champkin.

Mr. E. Davidson, Mr. R. M. Dyer, Mr. and Mrs. H. B. L. Dowbiggin, Mr. D. E. Donnelly, Mr. C. Dyer, Mr. S. E. Dawes, Mr. and Mrs. G. B. Dunnett, Mr. C. C. Dunnigan, Mr. and Mrs. Dunbar, Mr. L. J. Davies, Mr. H. Dreyer, Mr. and Mrs. Dunn, Mr. R. H. Douglas, Mr. and Mrs. G. M. Dalgety, Mr. G. R. Edwards, Mr. C. Edgecombe, Dr. C. Forsyth, Mr. and Mrs. A. Forbes, Mr. J. Fleming, Mr. Fung Tat Hang.

Mr. H. H. J. Gompertz, the Commodore, Mrs. E. and the Misses Grace, Mr. L. S. Greenhill, Mr. and Mrs. K. Greig, Mr. D. Gow, Mr. and Mrs. G. Grimble, Mr. and Mrs. H. Griffin, Mr. and Mrs. W. M. Grayburn, Mr. and Mrs. J. Scott Harston, Dr. and Mrs. G. M. Harston, Mr. and Mrs. H. S. Hill, Mr. P. Hodgson, Mr. and Mrs. H. Humphreys, Mr. A. Hamilton, Mr. and Mrs. E. B. C. Hornell, Mr. and Mrs. A. H. Hollingsworth, Mr. and Mrs. E. Hyndman, Mr. E. F. Hardman, Mr. G. A. Harriman, Mr. and Mrs. R. Hancock, Mr. and Mrs. H. Hancock, Mr. F. S. Harrison, Mr. and Mrs. H. G. Hegarty, Mr. Ho Leung, Mr. Ho Kwong, Mr. J. D. Humphreys, Mr. and Mrs. F. C. Hall.

Mr. A. Jessiman, Mr. M. F. Key, Mr. C. C. Knight, Mr. P. K. Kwok, Dr. and Mrs. Koch, Mr. and Mrs. A. O. Lang, Mr. and Mrs. W. Logan, Lieut. Comdr. C. S. Lockhart, Mr. P. Lauder, Mr. L. E. G. P., and H. A. Lammer, Mr. and Mrs. W. L. Leask, Mr. and Mrs. D. J. Lewis, Mr. G. B. Layton, Mr. De Westley Layton, Mr. F. Lamb.

Mr. C. D. Melbourn, Mr. and Mrs. F. Matthews, Mr. and Mrs. C. Mackie, Major and Mrs. Milner Jones, Mr. and Mrs. E. Mitchell, Mr. A. MacGowan, Mr. H. S. Martin, Mr. and Mrs. A. J. Martin, Mr. and Mrs. F. R. Marsh, Mr. W. B. Mansfield, Mr. and Mrs. C. Morrison, Mr. and Mrs. G. Murray, Mr. and Mrs. H. Matheson, Mr. D. MacLaren, Mr. M. M. Maas, Mr. T. A. Martin, Mr. and Mrs. G. A. Musitano, Mr. and Mrs. C. Menocchia.

Mr. H. A. Nisbet, Mr. H. J. Norton, Mr. and Mrs. Owen Hughes, Mr. and Mrs. T. Orton.

Mr. and Mrs. E. Potter, Mr. C. Prosser, Mr. A. H. Potts, Mr. and Mrs. F. H. Penrycross, Mr. C. A. Peel, Mr. and Mrs. Miss Phelps, Mr. and Mrs. R. Pastonji, Mr. K. Paterson, Mr. W. J. Pastenden, Mr. H. W. Pettley, Mr. J. A. Plummer, Mr. F. A. Perry, Mr. J. W. Panton.

Mr. and Mrs. J. B. Ross, Fr. L. Robert, Mr. A. Ritchie, Mr. and Mrs. D. Reid, Mr. and Mrs. Raworth, Mr. J. Robertson, Mr. E. M. Ross, Mr. and Mrs. E. M. Raymond, Mr. and Mrs. E. B. Reed, Mr. and Mrs. E. B. Remington, Mr. and Mrs. J. Reid, Mr. and Mrs. D. Russell, Mr. and Mrs. E. A. Ram, Mr. W. E. Roberts, Mr. and Mrs. E. D. da Rosa, Mr. and Mrs. C. A. da Rosa, Col. W. O. Saunders and Officers of the R.A., Mr. J. H. Seib, Mr. G. M. Shaw, Mr. and Mrs. W. E. L. Shenton, Mr. and Mrs. A. L. Shields, Mr. H. C. Shrubsole, Mr. W. Sinclair, Mr. and Mrs. R. L. Sim, Mr. and Mrs. F. Sutton, Mr. R. Sutherland, Miss J. Soares, Mr. F. P. de V. Soares, Miss de Souza, Mr. D. V. Stevenson.

Mr. and Mrs. J. H. Taggart, Mr. and Mrs. Syme Thomson, Mr. Percy Tester, Mr. and Mrs. N. L. Watson, Mr. H. P. and Mr. A. H. Whyte, Messrs. L. E. and A. C. and Mrs. C. E. Warren, Mr. and Mrs. E. A. Williams, Mr. and Mrs. S. S. Wilson, Mr. L. M. Whyte, Mr. R. P. Wilkins, Mr. R. B. Wade, Mr. and Mrs. Wilkins, Mr. W. J. Woolley, Mr. C. E. Welton.

Mr. V. M. Xavier, Mr. G. H. Young, Ah Yui, Ah Kow, Ah Mow, Hui Tso Yuen and Chan Hwang.

CANTON'S AMAH PROBLEM.

HIGH WAGES AND SCARCITY OF SERVANTS.

HONGKONG LARGELY TO BLAME.

There is much complaint at Canton regarding the scarcity of amahs and the high wages demanded. The *Canton Gazette* devotes a leader to the subject. Many of our readers will doubtless be interested in our contemporary's observations. It says:—

"In a nation of more than four hundred million souls, and in a densely populated city like Canton, that people should now find it hard to get amahs for household service is something unusual. Yet as far as Canton is concerned it seems to be the actual condition. Every where one goes one is almost sure to find the amah question brought up for discussion. It is no longer an exclusive problem for the housewife to solve alone, for the young men of Canton are now so up-to-date that they will share anything and everything with their wives. They would feel exceedingly miserable if they were to leave difficult problems, though belonging only to the household affairs, to be tackled by the wives alone.

"Until but a few years ago amah supply seemed to be plentiful in Canton. They were not hard to find and could be engaged at cheap wages. Not very many would care to pay for an amah more than four dollars a month, which was then considered very high. Many could then be obtained at three dollars, of course the festival and other customs not included. But to-day it is extremely difficult to get one at four dollars anywhere. Five dollars seems to be the minimum price. But one with some experience will not accept an offer less than six. If one will take the trouble to do a little investigation, it is likely that he will find many amahs who are receiving in the vicinity of ten dollars a month. Even at this high rate satisfactory service is not always forthcoming. Several are now in the habit of asking for wages in Hongkong currency. The worst part of it all is that, quite a number of them quit their service without giving previous notice, thus leaving their employers in a very embarrassed situation.

MORE CONCUBINES, MORE AMAHs.

"Undoubtedly the better wages obtained in Hongkong, due to the ever increasing demand for them there, have induced many of them to leave Canton. This is one of the reasons behind the high cost of living prevailing. The reckless habitual indulgence on the part of the well-to-do, though there are some exceptions, who keep several concubines for each one of whom an amah or two are necessary. This is another reason. Then the extravagant way of spending on the part of many who have the habit of buying things without bargaining, and who pay amahs wages without thinking of the consequence in the long run. This also is a reason.

"That the amah, like other labourers, should demand higher wages because of the high cost of living is not surprising. They, for this reason, are entitled to it, but not by a reasonable limit. We think that it is also the scarcity of amahs in Canton that lead them to make their high demands. A remedy must be found. "Perhaps it would be a good idea for our progressive and benevolent municipalities to try to regulate the scale of wages for Canton's amahs. It should not be difficult for them to do it since all of them seem to be experts in regulation making. The only disadvantage in the promulgation and the carrying out of such a regulation is that since there must be at least more than a hundred thousand amahs in Canton they might form themselves into a formidable union and declare a general strike as a protest, and the sure result would be the forcing up of the price very much higher immediately. The surest and the best remedy seems to be for our own housewives to learn to do the work of the amah themselves."

TROUBLE OVER A CANTON ARSENAL PLANT.

PROTEST LODGED WITH AMERICAN CONSUL.

The following Government communiqué has been issued:—

A protest has been lodged with the American Consul-General here against the removal of the well-known Rabbit Arsenal Plant from Canton and the sale of it for the manufacture of arms in the North. The plant is Government property. It was sold to the Government for Gold \$1,600,000, and a sum of Gold \$1,200,000 has been paid, leaving unpaid a balance of about four lakhs. There has been an arrangement that, pending the payment of this balance and charges like insurance, rent and interest, the plant should be stored in a Canton godown. The vendors (who are of American nationality) are no longer willing to continue this arrangement and they have entered into a contract to resell the plant through a Japanese intermediary without notification to this Government nor even arranging for the repayment of the million and a quarter gold already paid on account of the purchase price. There is now a Japanese steamer in Canton, with a specially recruited gang of labourers from Manila (Cantonese labourers having refused to handle the cargo) who have begun preparations to load the plant for shipment to the North.

"As the United States are a party to the so-called Arms Embargo Agreement, it is an interesting question whether the removal of the plant from Canton and its resale to any other party in China would not constitute an American breach of the Agreement *vis-à-vis* the other signatories. On the other hand, the retention of the plant by this Government could not be so construed, since the United States were not a party to the Agreement when the plant was actually imported into Canton."

CONFIDENCE

IN YOUR EQUIPMENT IS HALF
THE BATTLE WHEN CON-
TESTING ANY GAME OF SKILL.

QUALITY GIVES CONFIDENCE

THEREFORE BUY YOUR—

TENNIS
GOLF
BASEBALL
CRICKET
FOOTBALL
BADMINTON
BOXING

OR HOCKEY GEAR

AT LANE, CRAWFORD'S.

We have CONFIDENCE in The future
of the sports trade in Hongkong and
have much enlarged this department.

LANE, CRAWFORD, LTD.

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM

LAVENDER WATER

(In Green Globe Bottles—3 Sizes)

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA RECORDS

"THE PARSON ADDRESSES HIS FLOCK"

(YES, I THINK SO)

VIVIAN FOSTER ("THE VICAR OF MIERTH")

No. 3218

ANDERSON'S.

Wm **Powell** Ltd

12, Des Voeux Road.

JUST ARRIVED.

SMART
MILLINERY
EVENING GOWNS
EVENING BAGS
EVENING SCARVES
HAIR BANDS

NEW ADVERTISEMENTS

NOTICE.

MESSES. KELLY & WALSH, LTD.
have been appointed AGENTS in
Hongkong and China for Messrs. ELLINGHAM,
Wilson's Commercial and Legal Publications.
Stocks will always be on hand for the con-
venience of those who are interested.
Inspection is invited.

ELLINGHAM, WILSON,
Publishers, London.

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of
Carpenters, Carpenters, Platers, Painters
and Stainers, Plasterers, and Leatherworkers
to H.M. Dockyard.
Forms of Tender can be obtained at the Office
of the CHIEF CONSTRUCTOR, H.M. Dockyard,
Hongkong, and should be filled in and returned
as indicated in Tender Form. Not later than
NOON, WEDNESDAY, 11th JUNE, 1924.

J. S. GILLINGHAM,
Chief Constructor.

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIES and MEXICAN
DOLLARS current in this Colony, for
Telegraphic Transfer, on the Local Com-
missioners of His Majesty's Treasury, London, up
to and for the sum of £20,000, will be
received by the TREASURY CHEST
OFFICE, COMMAND PAY OFFICE,
until 11 o'clock a.m. on the 2nd JUNE, 1924.
The Tenders to state the total amount (in
Pounds sterling). No Telegraphic Transfer
will be made for less than £100.
The Tenders to be in duplicate and in Sealed
Cover, addressed to the TREASURY CHEST
OFFICE, COMMAND PAY OFFICE,
and endorsed "TENDERS FOR GOVERN-
MENT BILLS, ETC."
The right to accept or reject any or all of the
Tenders is reserved.
Copies of Forms of Tender can be had on
application.

Persons tendering for Bills are hereby
notified that, having regard to the provisions of
the Acts 22 George III., Cap. 45 and 41, George
III., Cap. 53, the acceptance of any such Tender
is subject to the express condition that no
Member of the British House of Commons
shall be admitted to any share or part in or to
any benefit to arise from the Contract thereby
made for the allotment of such Bills.
The provisions in question do not apply to
Contracts entered into by any incorporated
Company in the corporate capacity and made
for the general benefit of the Company.
R. A. DOBBS, Esq., M.P., R.A.P.C.,
Treasurer, Chief Officer,
His Majesty's Treasury Office,
Hongkong, 2nd June, 1924.

NOTICE TO CONSIGNEES.

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"M O R E A"**

ARRIVED HONGKONG ON 29th MAY, 1924.
FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, PORT SAID, ALEX.,
COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-
named vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each Consignment
will be sorted out, Marked by Mark and delivery
can be obtained as the Goods are landed.
Optional Goods will be landed here unless
instructions have been given to the con-
signee to have them landed at the Godown
not cleared within 8 days, including
date of arrival will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignee and
the Company's Surveyors, Messrs. GOSBARD
& DONALD, at 10 a.m. on Mondays and
Thursdays.
All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 29th May, 1924.

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.**
STEAMER FOR MANILA, SINGAPORE
AND BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.

**THE Steamship
"ALIPORE"**
carrying His Majesty's Mails, will be despatched
from this port at Noon, on TUESDAY,
the 3rd JUNE, taking Cargo for the above
Ports.
Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be con-
veyed by this Steamer proceeding to Bombay
and there transhipping to the on-carrying
Steamer for Marseilles and London.
Tenders will be received at the Office until
5 p.m. on the Day previous to Sailing. The
contents and value of all packages must be
declared.
For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 29th May, 1924.

**HONGKONG WEEKLY
PRESS.**

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Press to send Home.

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1913,
the EXCHANGE BANKS will be
CLOSED for the Transaction of PUBLIC
BUSINESS on TUESDAY, the 3rd JUNE,
1924.
Hongkong, 29th May, 1924.

NOTICE.

ON and after the 1st JUNE, the Office of
the ASIATIC PETROLEUM CO.
(S.C.), LTD., will be in "ASIATIC BUILD-
ING," QUEEN'S ROAD CENTRAL.

THE HONGKONG JOCKEY CLUB.

**THE HALF YEARLY GENERAL
MEETING** of MEMBERS will be held
on SATURDAY, 7th JUNE, 1924, at 12.30
p.m. in the JOCKEY CLUB ROOMS, HONGKONG
CLUB ANNEX.

HONGKONG JOCKEY CLUB.

**THE FOURTH EXTRA RACE MEET-
ING** will be held (weather permitting) at
Happy Valley on SATURDAY, 7th, and
MONDAY, 9th JUNE, 1924, commencing at
3.30 p.m. Each Day. The First Race will be
Rung at 3 p.m.
The Charge for Admission to the Public
Enclosure will be \$1.
Soldiers and Sailors in uniform, Half Price.
Members are advised that they must show
their Season Tickets to obtain Admission to the
Members' Enclosure.
Each Member has the right of introducing 2
Non-Members to the Members' Enclosure.
Tickets for whom can be obtained from Messrs.
LUTHER & DAVIS at \$5 each up to FRIDAY,
6th JUNE.
The Stewards invite the Ladies of Hongkong
to be present.

THE CHINA LIGHT & POWER CO.
(1918), LTD.

NOTICE.

WE beg to Notify Our Consumers that
on and after the 2nd JUNE, Payment
of Our Monthly Accounts may be made at Our
New Branch Office (EXTRA STROKS), 22,
NATLAN ROAD.

SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

NOTICE IS HEREBY GIVEN that
Script No. 4227 for 500 shares Ewo
Corporation Ltd. in the name of Mr. EZRA
ABRAHAM of Hongkong together with a
 duly executed transfer deed purporting to
assign the said shares has been Lost.
The said shares are the property of the
Underwritten and application has been duly
made to the Company for the issue of a
Duplicate Script.
The public is therefore warned against deal-
ing with the said Shares without reference to
the Underwritten. Any person having any
knowledge as to the whereabouts of the said
script is asked to communicate with the Under-
written.

ELLIS & CO.
No. 23 Ice House Street.

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENVANNOCH"

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at the
hazardous Godowns of the Hongkong
and Kowloon Wharf & Godown Company,
Ltd., whence, and/or from the wharves,
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 4th JUNE, will be subject
to rent.
All Claims against the Steamer must be
presented to the Underwritten on or before the
10th JUNE, or they will not be recognized.
All broken, chafed and damaged Goods are
to be left in the Godown, where they will be
examined on the 4th JUNE, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 29th May, 1924.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.
Revised by the Members.

PRICE \$5.

DAILY PRESS OFFICE.

TO-DAY,

2.30, 5.15, 7.15 AND 9.15 P.M.

MACK SENNETT'S

**"THE"
CROSS ROADS
OF NEW YORK**

BUSTER KEATON

"NEIGHBOURS."

THE CORONET.

INTIMATIONS

DEWAR'S



THE SPIRIT OF THE EMPIRE

It is that unbroken Evenness that is so
much appreciated in DEWAR'S. It is
produced by the skilful blending of whis-
kies—old and ample—DEWAR'S is
simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and
Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

**A. S. WATSON &
CO., LTD.**

Wine and Spirit Merchants
ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 2ND, 1924.

CHINA'S RECOGNITION OF
THE SOVIET.

The preliminary agreement whereby
China accords recognition to the Soviet
Government of Russia has been signed,
at last, by the Governments of the two
Powers. For three months or more the
Chinese Government withheld its signa-
ture to the draft agreement because it
wanted to obtain from the Soviet
Government more explicit declarations
regarding China's sovereignty over
Mongolia, a definite time set for the
withdrawal of the Soviet troops from
that territory, and the annulment of the
treaties which have been made by the
Soviet with the local Government of that
territory, in which for some months past,
it may be incidentally mentioned, the
Soviet has been maintaining a diplomatic
representative. The cables from Peking
to-day do not make it quite clear that
the Chinese Government has succeeded
in getting from Russia anything more
definite on these points than the pre-
liminary agreement contained. That
agreement recognises Outer Mongolia to
be an integral part of the Republic of
China and the Soviet undertakes to
respect China's sovereignty in that terri-
tory; it also undertakes to effect the
complete removal of all troops of the
Union of Soviet Socialist Republics from
Outer Mongolia, as soon as the conditions
for their removal—that is to say, the
time limit, and the measures to be
adopted "in the interests of the safety
of the frontier"—are agreed upon.

Presumably such an agreement has been
reached, and the preliminary agreement
has been to this extent amended if not
in the text, by an interchange of Notes.
The agreement directly touches the in-
terests of the Foreign Powers in its
provisions regarding the Chinese Eastern
Railway. The Governments of the two

Contracting Parties mutually agree that
the future of the Chinese Eastern Rail-
way shall be determined by the Union
of Soviet Socialist Republics and the
Republic of China, to the exclusion of
any third party or parties. It seems
that pending the arrival of the time when
China will be in a position to redeem
the line, with Chinese capital (1), the
management of the railway is placed in
the hands of Russia, who agrees to be
responsible for the entire claims of the
shareholders, bondholders and creditors
"incurred prior to the Revolution of
March 9th, 1907." Both the French and
the United States Governments, when
the nature of this arrangement came to
be known, lodged protests with the
Chinese Government drawing its atten-
tion to a resolution of the Washington
Conference on the subject whereby the
Powers preserve the right to insist upon
China's responsibility for the perfor-
mance or non-performance of obligations
towards foreign stockholders, bond-
holders and creditors of the railway
which the Powers deem to result from
the contracts under which the railway was
built. While there was no intention on
the part of either of these two Powers to
interfere with the Sino-Russian negotia-
tions, China was warned against enter-
ing into an agreement which would
invalidate foreign interests in the rail-
way. In what way the Chinese Govern-
ment recognises its duty to the Powers
in this respect remains to be disclosed.
Russia's ability to discharge the railway
debts which she takes over by this agree-
ment has also to be proved. At present
it cannot be said that the bondholders
and creditors have cause to be satisfied
with the arrangement. For the rest,
Russia under this agreement renounces
all special rights and privileges relating
to the Concessions in any part of China
acquired by the Tsarist Government
under Conventions, Treaties or Agree-
ments; and the Soviet renounces the
Russian portion of the Boxer Indemnity
(which Reuter's Peking Correspondent
says is to be allocated to a fund for
education, but there is nothing to this
effect in the Russian version of the pre-
liminary agreement). Furthermore, the
Soviet Government relinquishes the rights
of extraterritoriality and Consular juris-
diction in China. It has to be added that
this preliminary agreement deals only
with "general principles for the settle-
ment of the questions between the two
countries." The details are to be worked
out by a Conference of the two Govern-
ments which it is stipulated shall be
convened within a month after the sign-
ing of the preliminary agreement, and
these detailed arrangements are to be
completed "as soon as possible," and in
any case within six months from the
opening of the Conference. Simultane-
ously, a Commercial Treaty is to be drawn
up, with a Customs Tariff between the
two countries based on "principles of
equality and reciprocity." Evidently,
there will be much in these negotiations
to engage the interests of the Foreign
Powers during the next six months—and
perhaps for long afterwards.

A Congregation for the conferring of
degrees is to be held at the Hongkong
University on June 16th.

The total output of the Kailan Mining
Administration's mines for the week end-
ing May 17th amounted to 92,930 tons
and the sales to 80,297 tons.

It is notified that the Government pro-
poses to erect a public latrine on a site
situated at the junction of Jordan Road
and a new alignment of Canton Road.

It is notified that the two naval rescue
tugs, referred to in connexion with the
protection of property in the Harbour
during typhoons, can only be made
available for public service when all naval
movements are completed.

The strike in the Shuntak silk industry
has terminated, and work has been re-
sumed in the silk cocoon factories. The
strike is stated to have involved the in-
dustry in a serious loss, as it extended
over the larger part of the period during
which the second silk crop is dealt with.

Two more large lots of Crown land are
to be sold by public auction this month.
Two areas are at Cheung Sha Wan,
aggregating 31,750 square feet, for which
the upset price is put at \$31,000. Another
lot is at Shamshipo, having an area of
5,994 square feet, the upset price being
\$15,252.

On Saturday morning a coolie woman
was knocked down by a taxicab in
Queen's Road East, near the Wanchai
Monument. She was not seriously in-
jured.

His Excellency the Governor has, under
instructions from the Secretary of State
for the Colonies, been pleased to recog-
nise Senor don Pedro Vicente Boltaña,
provisionally and pending the issue of
His Majesty's Exequatur, as Honorary
Consul in Hongkong for the Republic of
Honduras.

Captain Reynolds, master of the
Nemaze ship *Frangenta*, which was
burnt out in the Red Sea recently, and
sunk by a British submarine, has returned
to Hongkong. At the official enquiry into
this disaster it was found that the fire
was caused by spontaneous combustion in
a cargo of cotton.

Tao Ping-sang, a tailor of Ah Men and
Hing Cheong, was charged before Mr. R.
E. Lindell, at the Magistracy on Satur-
day morning, with being in possession of
a revolver, two magazines and 38 rounds
of ammunition without a permit from the
Captain Superintendent of Police. The
defendant, who is on a bail of \$2,000, was
formally remanded.

CORRESPONDENCE.

THE S.P.C.A. BILL.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR—I quite agree with "A.B." that
the subject of this new "Cruelty" Ordinance
calls for further ventilation—some of
the clauses are most obscure.

For instance do I understand from
Clause 7 paragraph (i)—about cage birds
—that every canary must have its own
perch? or may two canaries sit on the
same perch? If the former, how is a
canary to know which is its own perch?
If the latter how much of a perch may
one canary take up? No attempt is made
you will notice to define what "room to
roost" means. I, Sir, am a rather thin
hen bird, and personally I do not at all
mind sitting a bit tight with another bird
of the opposite sex; but I can quite
imagine that a middle aged, and perhaps
rather stout canary, would not at all like
to be doubled up with another bird of the
same build, and of the same gender.

I suggest that it should be clearly laid
down in the Ordinance how much perch
must be provided by the owner for each
canary, because really, Sir, don't you
think that six months imprisonment and
a fine of two hundred and fifty dollars,
seems a very inadequate punishment in
cases where there is a really serious
shortage of perch?—Yours respectfully,
A. HEN BIRD.

[Clause 7 para. (i) reads as follows:
"The failure by the keeper of a bird
shop to supply perches to each cage suf-
ficient for all the birds in such cage to
sit on to roost."]

AEROPLANE OVER
HONGKONG.

MR. ABBOTT'S TRIAL FLIGHT.

After many weeks of perseverance, Mr.
H. Abbott succeeded in making a trial
trip in his aeroplane on Saturday morn-
ing. Rising from a level stretch of
ground near Kowloon Old City Mr.
Abbott in his Curtis biplane circles over
the City and was successful later in
making a perfect landing. He went up
again twice during the day. Later on
Mr. Abbott hopes to give a number of
aeronautical stunts at Happy Valley.

WANCHAI MONUMENT'S
TOILET.

NAVAL MEN'S DEVOTED ACT.

Late on Friday night, a gathering of
Chinese near the memorial at Wanchai,
which was erected to the memory of the
British and American sailors who died
while fighting against Chinese pirates in
1835, were not a little surprised when
they were suddenly dispersed by a party
of some eighteen British and United
States bluejackets.

These had arrived to clear the site of
the monument, and otherwise repair the
deplorable state of neglect into which the
memorial had been allowed to fall for
many years past.

Working with a will, the sailors plied
picks and shovels in clearing away the
stones and rubbish that littered the monu-
ment. Big blocks of wood that had been
dumped against it were also removed.
The next proceeding was to wash down
the monument itself with water. The
whole work was completed by about 12.30
on Saturday morning, having taken up
wards of an hour.

TYPHOON WARNING.

The telegram quoted below was re-
ceived by the American Consulate-Gen-
eral from the Manila Observatory at 12.30
p.m. on Saturday:
Typhoon in about 125deg. Long. E.
21deg. Lat. N. Direction unknown.
115deg. Long. E. 19deg. Lat. N.
Direction unknown.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SINO-SOVIET AGREEMENT SIGNED.

THE MAIN TERMS.

PEKING, May 31st

After months of most critical negotia-
tions, China and Russia have signed the
agreement whereby the former recognises
the Soviet. The agreement provisionally
settles the fate of the Chinese Eastern
Railway, the management of which is
placed in the hands of Russia, who takes
over the Railway's debts.

China restores all Russian Government
property. The Soviet Socialist Republic
is to allocate the Russian share of the
Boxer Indemnity to a fund for the edu-
cation of Chinese.

China undertakes not to transfer the
Russian concessions in China wholly or
partly to a third power.

The Union of Soviet Socialist Repub-
lies recognise Chinese sovereignty in
Outer Mongolia and agree to withdraw
Soviet troops from Mongolia.

U.S. AND JAPANESE EXCLUSION.

AMBASSADOR'S PROTEST.

WASHINGTON, June 1st.

The Japanese Ambassador, Mr.
Mamihara, has delivered on official pro-
test to Mr. Hughes against the exclusion
clause in the United States' new im-
migration law.

The Japanese protest is coupled with
a request that the American Government
take all possible steps for the removal
of discriminatory measures.

The Note declares that international
discriminations are particularly unwell-
come when based upon race, and the
history of commercial agreements be-
tween the two countries shows that the
Japanese Government has sought to pro-
tect its nationals from discriminatory im-
migration legislation on the part of the
United States, a position which is "fully
understood and appreciated by the
American Government."

Citing the Japan-American Treaty of
1911, the Japanese Note points out that
the new legislation entirely "disregards
the spirit and circumstances underlying
the Treaty, and concludes with a hope
that a communication may be received
in the same spirit of friendliness and
candour as has been expressed in the
Note.

BANDITS DEMAND HIGH RANSOM.

MACKAY PARTY WELL TREATED.

FOOCHOW, May 30th.

Mr. Carroll, in a communication re-
garding the Mackay party, says the
bandits are demanding a high ransom,
but an early release is hopeful.

The captives are receiving food and
clothing and are being well treated.

THE FRENCH FLIGHT.

PEKING, June 1st.

Capt. Doisy postponed his departure
owing to the Chinese authorities desiring
to present him with a sword of honour
this afternoon, and also understood that
because the landing ground at Peitaiha
is ready to-day. He leaves on Monday
at the same hour.

U.S. WORLD FLIGHT.

TOKYO, June 1st.

The American planes left Kasumigawara
at 8.07 this morning.

Kusumigawara, June 1st.

The American planes arrived at 10.22
a.m.

THE PORTUGUESE AIRMEN

LARORE, May 30th.

The Portuguese airmen who crashed at
Pipat, Jodhpur on May 7th, resumed
their flight to Macao this morning with
a new machine purchased from the
Government of India.

CALCUTTA, June 1st.

The airmen have arrived here.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH GOVT. BUILDING SCHEME.

2,500,000 HOUSES IN 15 YEARS.

London, May 31st.

Official details of the Government's scheme to build 2,500,000 in fifteen years shows that contributions by the State and local authorities would total £1,376,000,000 spread over 50 years, the State's share being £928,000,000.

90,000 houses would be built this coming year, rising to 225,000 yearly by 1934.

THE INTER-ALLIED NOTE TO GERMANY.

MILITARY CONTROL COMMISSION TO REMAIN.

Paris, May 31st.

The text of the long Inter-Allied Note to Germany (mentioned last week) has been published.

It rejects the proposal to abolish the Military Control Commission and other German suggestions, and reiterates the demand that Germany must agree to a general inspection of armaments. It promises that if the result is satisfactory control may be limited to specified points and the power of the Commission considerably reduced, whereas if Germany persists in refusing the offer the Allies will demand the strict application of the Treaty.

The Note declares that from every viewpoint the present situation cannot be further prolonged, and requests acceptance by June 30th at the latest.

TO EXPLOIT THE "DEATH RAY."

BRITISH COMPANY TO BE FORMED.

A message from Paris states it has been decided that Mr. Grindell Matthews will transfer the "death ray" rights to an English company with a capital of £350,000, with which tests will be carried out on a large scale.

AUSTRALIAN DEFENCE.

THE PROPOSED BASE AT PORT DARWIN.

London, May 31st.

A message from Melbourne states that the Nationalist, Mr. Marks, in moving the adjournment of the House of Representatives in order to discuss defence matters, suggested that if a naval base is constructed at great cost at Port Darwin the Japanese, in case of war, would be deeply obliged. Such a base would have to be destroyed, because if left the enemy could use it and Australia would be at the mercy of the Japanese fleet without the protection of the British Navy.

IRISH BOUNDARY DISPUTE.

LEADERS CONFERENCE.

London, June 1st.

An important three hour Irish Boundary conference took place at the Chequers this evening between Sir James Craig, and Messrs. Cosgrave and MacDonnell. Up to the present no official statement has been issued.

Mr. Cosgrave is reported to have declared after the Chequers Conference that the position had not been advanced a single step.

[Sir James Craig is Premier of Northern Ireland; Mr. W. T. Cosgrave is President of the Executive Council of the Irish Free State, and Mr. Ramsay MacDonnell is, of course, the British Premier.]

U.S. SILVER IN LONDON.

LARGEST SINGLE CONSIGNMENT.

London, June 1st.

The largest consignment of bullion ever landed in England was unloaded from the s.s. *Leviathan* at Southampton. It comprised 51 tons of silver bars consigned from America to six of the leading London banks.

RUHR MINERS' DISPUTE ENDED.

Cologne, June 1st.

The Ruhr miners' dispute has been settled. The men are to receive a 15 per cent. increase in wages and work an extra hour until September.

NEW FRENCH MINISTRY.

SOCIALIST UNION SUGGESTED.

Paris, June 1st.

M. Herriot has sent a letter to the Socialist leader, M. Leon Blum, urging the Socialists to collaborate with the Radical-Socialists in the new Government. He says the country clearly desires an electoral union. The two parties should be transformed into a governmental partnership in view of the necessity for far-reaching social reforms and the building up of peace abroad.

The Socialist Party Congress, which opens to-morrow, will discuss the letter.

It is generally thought that the Socialists will reject to participate in the Ministry, and will make their support in debate conditional on M. Herriot refusing to accept the Premiership at the hands of M. Millerand.

May 31st.

The executive committee of the Radical and Radical-Socialist party which is drafting a programme for the future Government heard a statement by M. Herriot, who the newspapers say insisted on a resumption of relations with the Soviet, together with a conciliatory international policy of conformity, in connexion with which M. Herriot suggested he should personally attend the September session of the League of Nations, where he hoped to meet Mr. MacDonald.

The vexed question of the Presidency, however, is becoming more critical.

The Radical-Socialist organ, *L'Ouvre*, contradicts a report that M. Herriot is to form a Cabinet at the request of M. Millerand.

It states that, on the contrary, he will only take office on condition that the President resigns or promises to resign at the earliest moment.

THE BUKHAREST EXPLOSION.

OFFICIAL STATEMENT.

Vienna, May 31st.

An official communiqué dated May 29th which was delayed by the censor states that the explosions began at night and set fire to three magazines, several supply depots, the army workshops, a block of barracks and a number of private houses. Prompt measures by the authorities saved a great quantity of munitions and restricted the fire to one area. The communiqué adds, "the ammunition store destroyed is only one of many possessed by the Army, thus no great disaster has occurred. Four were killed and 30 wounded. A report that a shell fell on the Royal Palace is untrue."

The people of Bukharest are convinced that the disaster is the work of Communists.

A GLASGOW CENOTAPH.

London, June 1st.

In the presence of 50,000 people, Earl Haig unveiled the Cenotaph at George Square, Glasgow.

SHIPS IN THE SCHELDT.

Antwerp, May 31st.

The Belgian and Dutch pilotage directors have decided that vessels drawing 30 feet may again use the channel of the Scheldt providing they observe the prescribed precautionary measures.

NEW GOVERNMENT FOR FINLAND.

Helsinki, May 31st.

A new Government has been formed. M. Ingmann taking the Premiership and Ministry of Education, and M. Procope the Secretaryship for Foreign Affairs.

SOUTHERN RHODESIAN LEGISLATURE.

Salisbury (Rhodesia), May 30th.

The first Southern Rhodesian Legislature was opened to-day under unique conditions. There was a huge attendance, including many settlers from remote districts.

In the absence of the use of Parliament Building, the Assembly was held in the dancing hall of the local hotel, probably the first time in the history of even Colonial Legislatures that an Assembly has deliberated in a licensed premises.

Nevertheless the dignity of the occasion was well maintained, though the waiting crowd was entertained by orchestral music. The opening was attended by the usual pomp and ceremony.

MR. GANDEH AND NON-CO-OPERATION.

A STATEMENT ON SWARAJ.

Bombay, May 30th.

Under the heading "Gandhi repudiates Swarajists," newspapers publish a statement made by Mr. Gandhi referring to the working of the Congress organization and urging those who do not believe in the boycott of councils, law courts and Government schools, etc., to resign from Congress bodies.

THE WORLD'S SPORT.

THE HOME DERBY.

LATEST BETTING.

London, May 30th.

Latest betting is as follows:—
Tom Pinch 7/1 (t and o)
Diophon 15/8 (t and o)
Dawson City 100/9 (t and o)
Bright Knight 100/9 (t and o)
St. Germans 100/8 (t and o)
Samsolino 100/7 (t and o)
Hurst Wood 25/1 (t and o)
Parmentio 25/1 (t and o)
Knight of the Garter 25/1 (t and o)
Spalpeen 40/1 (t and o)
Debate 40/1 (t and o)
Wood End 50/1 (t and o)

THE KING'S COLT.

Newmarket, June 1st.

His Majesty's candidate, Knight of the Garter, was not exercised this morning. Two small eruptions have broken out on one of his legs, causing it to fill a little.

The colt's condition is well forward and it is hoped he will be able to run in the Derby.

London, May 31st.

SCRATCHINGS.

Beggio at 1.7 p.m. yesterday.
Shambles at 9 a.m. to-day.

DONOGHUE'S MOUNT.

Donoghue rides Deference and H. Beasley Tom Pinch.

DERBY SWEEPSTAKES FEVER.

A London wire of May 16th says:—The police are taking action in Derby sweepstakes, and yesterday 7,000 letters were seized in the mail regarding the Oley Club's sweep, which is one of the biggest in Europe. The Secretary states that the draw is proceeding. A girl stated that she held a ticket for Tom Pinch in one London draw worth £25,000. The Stock Exchange draw is reputed to be worth £50,000 to the winner. The Tom Pinch ticket was re-sold three times, a syndicate finally subscribing £6,000. It is stated that there is little support here for the Calcutta sweep owing to police stringency and the difficulty of participation, but despite warnings, many bogus tickets have been circulated.

[Wednesday is "Derby Day." Last year the race was secured by Mr. B. Pappus, which ran at 100 to 13 with Stephen Donoghue up. The champion British jockey thus won three "Derbys" in succession, and five in all, his mounts being, besides Pappus (1923), Captain Cuttle (1922), Humourist (1921), Gay Crusader (1917), and Pommern (1915).]

BRITISH AMATEUR GOLF CHAMPIONSHIP.

HOLDERNESS WINS.

St. Andrew, May 31st.

In the final E. Holderness (Walton Heath), the 1922 champion, beat E. Storey (the Cambridge University captain) by three up to two to play.

In a sensational start Storey holed a 15 yard putt. He was four up at the eleventh, where Holderness missed a yard putt. Then Storey had a bad patch, owing to faulty driving. Holderness improved and finished the morning round one down.

Storey, in the afternoon, began badly, and went from bunker to bunker. Holderness squared the second, halved the third and took the lead at the fourth for the first time. The fifth and sixth were halved, and Holderness won the seventh with a beautiful approach in three. He was bunkered and lost the ninth and turned one up. Storey squared the eleventh; Holderness won the twelfth; was bunkered and halved the thirteenth; won the fourteenth and halved the fifteenth. Storey in the sixteenth pulled his drive amongst the spectators. Holderness ran up to ten feet of the pin and won the hole and match.

At St. Andrew's in the Amateur Golf Championship semi-finals, the Cambridge Captain and English international E. F. Storey, beat the holder, Wethered, by two holes, and E. Holderness, a former holder, beat W. Murray (West Hill), by 3 and 2.

Drizzling rain fell on the large crowd for the sixth round in which Storey beat John Caven by 2 and 1. Wethered beat the Irish champion, J. McCormack, by 3 and 1. Murray beat Kyle by 3 and 2, and Holderness beat Harris by 2 and 1.

Wethered, who began the tournament brilliantly, fell away; he was indifferent in defeating McCormack and Storey's defeat of Caven who was in wonderful form as the chief Scottish hope, boded ill for the champion in semi-final. Wethered started well but Storey was one up at the fourth. Wethered won the fifth, halved the next three holes and then Storey played a brilliant three to take the ninth. Wethered squared at the eleventh, took the lead at the fourteenth and halved the fifteenth. Storey squared at the sixteenth and won the seventeenth and eighteenth. Holderness and Murray turned all square and then the ex-champion, by brilliant putting, took the lead at the twelfth, won the thirteenth and halved the fourteenth and fifteenth. Murray was bunkered at the sixteenth, Holderness not having to hole out.

PROFESSIONAL TOURNAMENT.

At Leeds in the thousand guineas professional golf tournament semi-final, A. Compston (North Manchester) beat George Duncan (Hanger Hill) by 4 and 3, and Fred Robson (Corden Beach) beat J. Gaudin (Alwoodley) by 3 and 2.

Leeds, May 31st.
In the final Fred Robson (Coogendath) beat A. Compston (North Manchester) at the fortieth hole.

HOME CRICKET.

VICTORIES DRAW WITH SCOTLAND.

London, May 30th.

At Edinburgh the South Africans scored 186 (Blanchenberg 47). Scotland then made 183 for 4 (declared) of which Kerr contributed 80 not out. The South Africans scored 59 for 2 wickets and the match was left drawn.

LOW SCORING RECORD.

Glasgow, June 1st.

On a soft wicket, Scotland compiled 36. McInties took four for 19; Dixon four for 14, and Nuppen two for 2. This is the smallest total ever made against the South Africans, who scored 204 for three, Catterall obtaining 72 and Commalle 32.

TEST TRIAL MATCH.

At Nottingham (in the Test trial match) England beat the Rest by three wickets. The Rest made (first innings) 295 (Holmes 89) and (second innings) 199 (Tate 4 for 39 and Parkin 4 for 56). England's scores were 270 (P. G. H. Fender 81) and 225 for 7 (Woolley 72).

COUNTY GAMES.

At Lord's, Middlesex beat Yorkshire by an innings and 152 runs. Yorkshire's scores were 192 and 131. Middlesex's innings realised 465 for 8 wickets (declared). H. L. Dales compiling 113, G. T. S. Stevens 114, H. W. Lee 70 and F. T. Mann 79.

At Leyton, Essex obtained a first innings lead from Notts. J. W. H. T. Douglas (Essex) made 102 not out and Gunn (Notts) 112.

At Bristol, Gloucester led Surrey on the first innings. Surrey's scores were 183 and 225. Gloucester made 184 for 9 (declared) and 83 for 7 when rain intervened.

At Manchester, Lancashire led Kent on the first innings. E. Tyldesley made 148 not out in the second Lancashire innings.

At Cambridge the Varsity lost to Somerset by 115 runs.

WORLD'S FLYWEIGHT CHAMPIONSHIP.

PANCHO VILLO RETAINS TITLE.

ASH OUTPOINTED OVER 13 ROUNDS.

New York, May 31st.

In a match for the World's Flyweight Championship Pancho Villo, the holder, decisively outpointed Frankie Ash (Britain).

Villa carried a relentless attack to Ash throughout the fifteen rounds, winning each easily. Villa weighed 112lbs. and Ash 110lbs.

Villa frantically tried for a knockout in the closing rounds. In the thirteenth it appeared he might succeed, but Ash pluckily survived, though he was several times staggering about.

The Englishman often countered, but his blows carried no force. Villa was warned several times for using a back-hand punch and hitting after the bell. There were 10,000 spectators.

CARPENTIER DEFEATED IN AMERICA.

LOSES EVERY ROUND.

Michigan City, June 1st.

Tom Gibbons beat Carpentier in a ten-round "no decision" bout before 30,000 spectators.

Carpentier repeatedly caught Gibbons' jaw with rights, but the American became ever more aggressive, butting the Frenchman into his corner and landing at close quarters.

Carpentier sank to the floor in the ninth round, indicating that he had injured his right ankle, but struggled gamely to his feet and continued the contest, although limping badly.

Gibbons weighed 125st. 11lbs. and Carpentier 125st. 6lbs.

The match went the full ten rounds. Gibbons was Carpentier's superior every round, sometimes chasing him round the ring.

The decision in favour of Gibbons was that of the Pressmen at the ringside, as the laws of Michigan do not permit "decision" contests.

[This legal ruling is common to many American States. "Newspaper decisions," however, are accepted by boxing authorities in other parts of the world and by the general public.]

BRITISH OLYMPIC MARATHON TRIAL.

WON BY SCOTSMAN.

London, June 1st.

MacLeod Wright (Scotland) won the Polytechnic London to Windsor marathon in 2h. 53m. 17.2-secs. Ferris (R.A.F.) was second in 2h. 54m. 3secs., and Mills (Polytechnic) third in 2h. 5m. 46secs.

Eighty started. The race is recognised as the official Olympic trial.

DAVIS CUP TENNIS.

FRANCE DEFEATS IRELAND.

Dublin, June 1st.

Coutieas (France) beat McCrea (Ireland), 6-3, 8-6, 3-6, 4-6, 7-5.

Lacoste (France) beat Dillon (Ireland), 6-1, 6-2, 6-2.

HOLLAND BEATS INDIA.

Amstern, June 1st.

The tennis doubles provided a thrilling struggle. The Dutchmen were brilliant but somewhat erratic. They were leading 4-1 in the second set when India won the next seven games successively.

The Dutchmen recovered brilliantly in the fourth set, but the deciding set was a desperate struggle, the sides dividing the first eight games equally. Then the Dutchmen produced another flash of brilliance and took the next two games and the match.

In the Davis Cup doubles Van Lennep and Timmer (Holland) beat Jacob and Hadi (India), 6-4, 4-6, 3-6, 6-2, 6-4.

BRITAIN AND SPAIN.

Eggeston, June 1st.

In the second round J. Wheatley (Britain) beat E. Flaquer (Spain), 6-3, 1-6, 8-6, 6-1.

M. Alonzo (Spain) beat J. Gilbert (Britain), 6-2, 9-7, 3-6, 4-6, 6-4.

HOME LAWN TENNIS.

London, May 30th.

At Chiswick, in the Middlesex lawn tennis tournament semi-finals, Spence beat S.R.F. Kingscott 7-6, 6-3. Raymond beat the Japanese International Okamoto 6-4, 6-0. Miss Ryan beat Mrs. Mallory 6-2, 6-3 and Miss McKane beat Mrs. Bamish 6-3, 6-1.

OLYMPIC FOOTBALL.

Paris, May 30th.

In the second round of the Olympic Association Football tournament Switzerland beat Czechoslovakia by one goal to nil.

AMERICAN BASEBALL.

"DOUBLE-HEADER" RESULTS.

New York, June 1st.

In order to account for previously postponed matches, each pair of contestants played twice.

AMERICAN LEAGUE.

Cleveland 7, Chicago 2; Cleveland 6, Detroit 2.

St. Louis 5, Chicago 2; St. Louis 4, Chicago 11.

New York 6, Philadelphia 0; New York 4, Philadelphia 5.

Boston 9, Washington 4; Boston 5, Washington 10.

NATIONAL LEAGUE.

Pittsburg 4, St. Louis 0; Pittsburg 3, St. Louis 2.

Chicago 2, Cincinnati 9; Chicago 2, Cincinnati 4.

Brooklyn 6, Boston 5; Brooklyn 5, Boston 1.

Philadelphia 5, New York 11; Philadelphia 5, New York 6.

LATER RESULTS.

NATIONAL LEAGUE.

Philadelphia 3; New York 4.

Brooklyn 14; Boston 8.

Chicago 6; Cincinnati 3.

Pittsburg 7; St. Louis 0.

AMERICAN LEAGUE.

New York 5; Philadelphia 0.

New York 3; Philadelphia 5.

Boston 0; Washington 12.

Cleveland 2; Detroit 4.

St. Louis 2; Chicago 12.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "DAILY BULLETIN"]

COL CHEN'S TRIAL.

Peking, May 30th.

The War Office officials informed Pressmen that they could not attend proceedings against Colonel Chen Kwei Yuan, which opened this afternoon, as it was only a preliminary hearing, but they could be present later when the actual re-trial takes place.

The Court to-day consisted of General Sung Yin Hsiang, in his capacity of Judge, assisted by a Colonel as aide-de-camp and secretary.

Mr. Eric Teicman, (Chinese Secretary to the British Legation) was present as official observer, also Mr. Bessel (a railway official on whom the assault was made) and a number of Chinese railway witnesses.

The trial of the soldier Li opens to-morrow, when the charge of assault preferred by an American citizen, Mr. Pomeroy will be heard.

The British case will probably come on about the middle of next week owing to Mr. Campbell's absence.

PROPOSED WORLD EXHIBITION AT SHANGHAI.

Shanghai, May 30th.

A preliminary meeting yesterday considered the proposal to organise a World Exhibition at Shanghai.

It was resolved to ask the national Chambers of Commerce to appoint one representative on the committee to explore the possibilities of the scheme.

MEMORIAL DAY AT SHANGHAI.

Shanghai, May 30th.

The American community this morning celebrated Memorial Day, the Volunteers and a naval detachment participating.

NEW SALVAGE COMPANY.

Shanghai, May 30th.

The Modern Company, of Shanghai, are forming a new salvage Company.

LATEST CABLES.

[REUTERS' AMERICAN SERVICE.]

PRESERVATION OF N. PACIFIC FISHERIES.

Washington, June 1st.

The Senate has reconsidered and ratified without previous reservation the Treaty with Britain for the preservation of the halibut fisheries in the North Pacific, including the Behring Sea.

BISHOP GUILTY OF HERESY.

Cleveland (Ohio), June 1st.

The Episcopal Ecclesiastical Court found the retired Bishop of Arkansas, the Rev. Brown, guilty of heresy and condemned his writings as being not in accordance with the teachings of the Church. Sentence has been deferred.

WRITINGS CONDEMNED.

Cleveland (Ohio), June 1st.

The Episcopal Ecclesiastical Court found the retired Bishop of Arkansas, the Rev. Brown, guilty of heresy and condemned his writings as being not in accordance with the teachings of the Church. Sentence has been deferred.

EARLIER CABLES.

THE WORLD COURT PLAN.

PRESIDENT'S STATEMENT.



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SAILINGS FOR EUROPE:

S.S. "OUDERKERK" ... Rotterdam, Amsterdam, Hamburg & Bremen ... 30th June

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S.S. "WESTERDIJK" ... due here on the 2nd June

S.S. "OLDEKERK" ... 1st July

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore,
Colombo, Suez and Port Said.

"ANDES MARU" ... Sunday, 1st June

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban and Capetown.

"CANADA MARU" ... Friday, 8th June

BOMBAY via Singapore and Colombo.

"BORNEO MARU" (Calls at Penang) ... Wednesday, 4th June

"SUNATRA MARU" ... Friday, 20th June

BANGKOK, SAIGON via SINGAPORE.

"KISHU MARU" ... Sunday, 1st June

CALCUTTA via Singapore & Rangoon.

"GANGES MARU" (Calls at Penang) ... Thursday, 26th June

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and
Japan Ports.

"ARABIA MARU" ... Wednesday, 9th July

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYRE MARU" ... Beginning of July

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"AYZON MARU" ... Saturday, 14th June

"CHUBES MARU" ... Thursday, 19th June

"ARIZONA MARU" ... Monday, 30th June

KEELUNG via SWATOW & AMOY.

"KAITO MARU" ... Sunday, 1st June, Noon

"AMAKUSA MARU" ... Sunday, 8th June, Noon

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 5th June, 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Sunday, 8th June

For further particulars please apply to—

OSAKA SHOEN KAISHA.

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Kamakura:	Miyako Hotel	Nara:
Kashin Hotel	Matsumoto:	Nara Hotel
Kanazawa:	Park Hotel	Nikko:
Mikasa Hotel	Miyajima:	Kanaya Hotel
Mampai Hotel	Miyajima Hotel	Osaka:
Kobe:	Miyajima Hotel	Osaka Hotel
Oriental Hotel	Fujiya Hotel	Shimonoseki:
Tor Hotel	Nagasaki:	Sa-ya Hotel
	Japan Hotel	

IN TAIWAN (FORMOSA):		
Taipei:	Taiwan Railway Hotel	
IN MANCHURIA:		
Changchun:	Holten (Makden):	
Fusan:	Yamato Hotel	Yamato Hotel
Kaijo (Seoul):	Dairen:	
Chosen Hotel	Yamato Hotel	Ryojun (Port Arthur):
Shingichu:	Hoshigaura:	Yamato Hotel
Shingichu Station Hotel	Yamato Hotel	

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BOMBING BATTLESHIPS.

SOME LESSONS OF AMERICAN TESTS.

In the course of an article on the bombing of battleships, *The Scientific American* remarks:—

The claim has been made that all the bombing tests conducted so far have been against ships that were anchored and helpless, and the inference has been drawn that, were the ships moving and defended, aerial attacks would be harmless. But this is begging the question. A battleship under steam and carrying magazines of ammunition and a lot of delicate electrical equipment would be out of commission far more quickly than a so-called "dead" ship. The purpose of the bombing tests made so far has been merely to practice live bomb dropping and to discover the particular altitudes best suited for the particular bombs used. The tests in 1921 showed that armored ships can be sunk not only by bombs placed directly upon them, but by bombs that fall in the water near them. The depth bomb has been fairly well developed. Be it remembered also that tests in 1921 were carried out successfully against a radio-controlled ship with as much ease as against an anchored one. It has been pointed out that the battleships used in the tests were obsolete. So were the airplanes. It is also significant that as many hits were scored upon towed or moving targets as upon those that were anchored.

CRITICISMS.

The point has been made that the percentage of hits by bombers has been very small; but when this is said, sinking shots are meant. The large number of other shots that come close enough to a ship to disable her are ignored by the critics of bombing craft.

The speed of ships is not sufficient to enable them, without great luck, to escape a pattern salvo covering a considerable area, such as aircraft can drop around the target. It takes so long a time for a battleship to turn out of her course that bombs can fall from quite a height and still cover her. Even if a ship completes a turn of 90 degrees nothing is gained, for the pattern shots cannot be dodged. Escaping from a salvo of aerial bombs is a useless maneuver.

Dummy bombs drop differently from live bombs, and the personnel of the Army Air Service does not get much practice with live bombs. Hence, direct hits have not been quite so high on battleships as they will be.

During the 1923 bombing of the New Jersey and Virginia, the larger bombs were not timed for the altitude at which the actual bombing was done, i.e., 11,000 feet. It was estimated that some of the bombs went 200 feet beneath the water before exploding. The maneuver, however, was partly for the purpose of testing the functioning of the various bombs.

BIG SALVAGE FEAT.

THE SCUTTLED GERMAN NAVY.

Probably the biggest salvage feat ever attempted, that of raising some of the German fleet of 49 warships which was scuttled at Scapa Flow after the Armistice, has just been commenced. In December the Admiralty concluded a contract with Messrs. Cox and Danks, iron and steel merchants, of London, for raising a portion of the fleet, and since then the fitting out of the expedition has been in progress at the firm's engineering and shipbuilding establishment at Queenborough.

The most important work of the expedition is to bring to the surface the battleships *Hindenburg* and *Seydlitz*, vessels of 28,500 and 24,610 tons respectively, and divers have already descended to examine these two leviathans and other craft, which they found covered with seaweed. The next stage will be to stop all holes in the vessels, which will then be pumped out and lifted by their own buoyancy. There are also 21 destroyers to be raised. These have also been examined, and when the work of stopping up their holes commences it is expected to raise one every 48 hours.

When the vessels are raised they will be taken into a huge floating dock. It is an irony of fate that this dock formerly belonged to the Germans, who used it for repairing their submarines. When the *Hindenburg* is raised it is intended to use her as a pontoon for salving the *Seydlitz*.

SEASIDE AIR BOATS.

CHEAP MACHINE WHICH WILL DO 60 MILES AN HOUR.

An essential feature of the national scheme to form cheaply run flying clubs is to be the foundation of seaside as well as inland clubs, writes the Air Correspondent of a London paper. A tiny air boat for use by seaside flying clubs is being built by Messrs. Short Brothers, pioneers in the construction of metal aeroplanes. It will carry a single occupant in a comfortable little cockpit in its bow, and is driven by two motor-cycle-type engines similar to those which did so well at the Lympne motor-glider tests.

The boat-hull of the machine is of light-weight metal alloy, and above it is a single lifting wing, having a span of 36ft. The two little engines are fixed on the top of this plane, and drive a couple of screws mounted in front of the wing. The machine is expected to be able to reach 60 miles an hour, and its cost and upkeep expenses will be low.

The scheme now before the Air Ministry proposes that light planes for inland clubs and simple little air-boats for seaside use should be presented free to approved clubs, it being expected that the members will join the Royal Air Force Reserve.

I began my Parliamentary life as a strong opponent of payment of members. I have changed my mind.—*Mr. Austen Chamberlain.*

I cannot reconcile war with Christian truth and principle. I believe the two are wholly and fundamentally inconsistent.—*Lord Palmerston.*

INSANITY AND CRIME.

LORD DARLING'S BILL TO AMEND THE PRESENT LAW.

The text has been issued of Lord Darling's Bill to amend the law relating to the criminal responsibility of accused persons suffering from mental disease.

The first clause provides that (1) a person is not responsible to the law for an act or omission charged against him as a crime, if, at the time of doing the act or of making the omission he is proved to be suffering from such a state of mental disease as deprives him:

(a) Of capacity at the time to know, understand, and appreciate the physical nature and quality of the act done or omission made; or

(b) Of capacity to know, understand, and appreciate at the time that the act done or made was wrong; or

(c) If, at the time the act was done or omission made he was suffering from such a state of mental disease as therefrom to be wholly incapable of resisting an impulse to do the act or make the omission.

2.—A person who is suffering from mental disease at the time of doing the act or of making the omission charged against him as a crime, and, by reason of such mental disease is affected by delusions on some specific matter or matters, but whose mental condition does not render him irresponsible to the law within the meaning of sub-section (1) of this section, is criminally responsible for such act done or omission made to the same extent and as if the facts with respect to which such delusions exist were real.

A STIFF "MATRIC."

A very heavy percentage of failures is revealed (says the *Journal of Education*) by the pass lists of the London Matriculation, only about 800 candidates being successful out of a total of nearly 3,000. This must almost be a record, even for such a severe test as is this examination; and there is much concern among candidates and their teachers in consequence. It is a peculiarity of this examination that there have always been more failures in January than in June. Presumably the best candidates present themselves towards the end of the school year. We are far from blaming the University for this severity, as in the past we have often drawn attention to the difference of the standard of the papers now and twenty years ago. The whole value of an examination depends on the retention of a definite standard, and among all entrance examinations that of London has always held an honourable place.

DEPTH OF COLOMBO HARBOUR.

Reference is made in the minutes of the Colombo Port Commission to a despatch from Secretary of State in reference to the depth of Colombo Harbour, says the *Times of Ceylon*. The gist of this despatch is that the question of whether ships with a draught of over 33 feet are likely to be put on the Eastern and Australian routes via the Suez Canal has been referred to the Imperial Shipping Committee. The report of this committee, which is not likely to be available for some time, is now awaited. When it is available, it will be decided what action is to be taken. The Imperial Shipping Committee will probably be able to state whether Shipping Companies using Colombo intend to use very much bigger vessels. If they do, Colombo Harbour will, of course, have to be deepened to meet their needs. It is understood that there is no difficulty in the way of this being done, and, in fact, even now some berths have been dredged to a depth of 26 feet.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
MANILA	"YUENSANG"	Monday,	2nd June, 10 a.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday,	3rd June, 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YUENSANG"	Wednesday,	4th June, 10 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Friday,	6th June, 10 a.m.
SANDAKAN	"MAUSANG"	Friday,	6th June, 1 p.m.
MANILA via AMOY	"SUISANG"	Saturday,	7th June, 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	8th June, 10 a.m.
KORE via SHANGHAI	"KUTSANG"	Wednesday,	11th June, 7 a.m.
TSINGTAU via SWATOW	"TAKSANG"	Wednesday,	11th June, 10 a.m.
SHANGHAI	"CHUNSHING"	Wednesday,	11th June, Noon
BANGKOK via HOIHOW	"CHUNSHING"	Saturday,	14th June, 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday,	14th June, 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday,	15th June, 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
Saturday, 14th June, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharges.
"CARMARTHENSHIRE"	In Port	"GLENHARRY"	7th June.	
"CARNARVONSHIRE"	12th June	"GLENHARRY"	London, Rotterdam & Hamburg.	
"GLENHARRY"	29th June			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

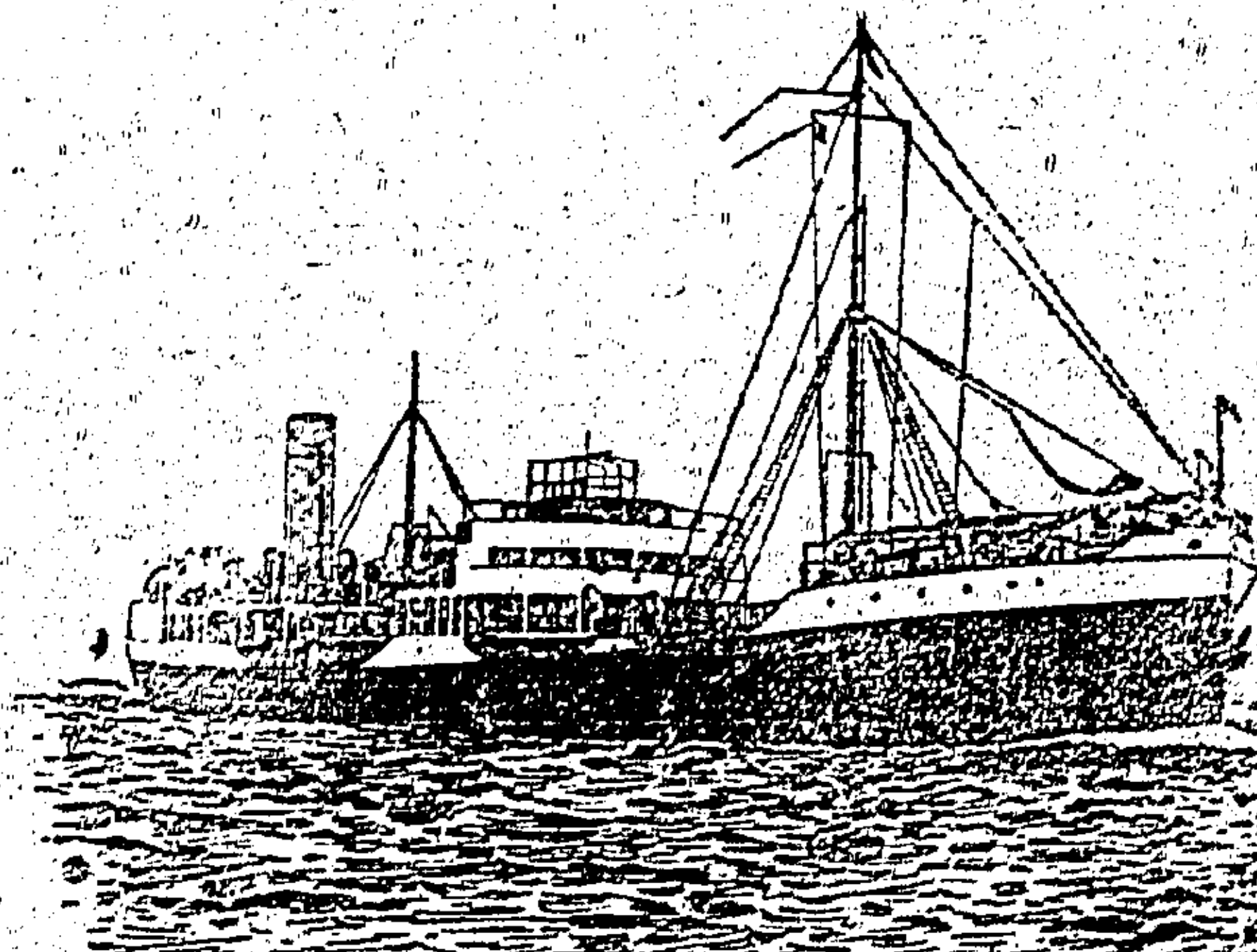
Telephones: Central No. 215 sub-ex. 23, and Central 3596.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
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OIL TANK STEAMER "PALUDINA"

425' 0" x 58' 1" x 11' 0" 8,400 tons d.w. x 2,100 H.P.

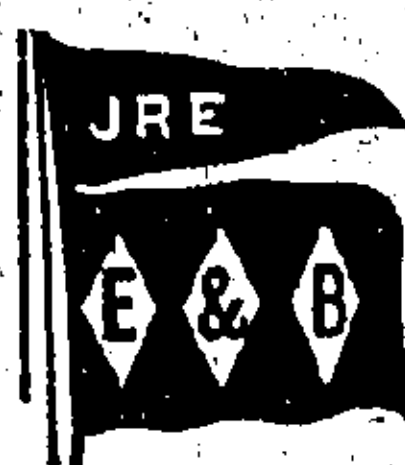
Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order
of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built in 1923 WORKS
to the same order.

Please address enquiries to the Chief Manager;

R. M. DYER & Co., M.L.N.A., Kowloon Dock, HONGKONG.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

IF 3 ARE 55 13th June Marseilles, London, Hamburg
PASSENGER SERVICE.

CITY OF LAHORE 10th Oct. Shanghai and Japan
CITY OF LAHORE 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

SINGAPORE 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 6s. "B" £2 5s.
"C" £2 4s. "D" £2 3s. "E" £2 2s. "F" £2 1s. "G" £2 0s. "H" £1 19s. "I" £1 18s. "J" £1 17s. "K" £1 16s. "L" £1 15s. "M" £1 14s. "N" £1 13s. "O" £1 12s. "P" £1 11s. "Q" £1 10s. "R" £1 9s. "S" £1 8s. "T" £1 7s. "U" £1 6s. "V" £1 5s. "W" £1 4s. "X" £1 3s. "Y" £1 2s. "Z" £1 1s.

NOTE—Particulars of Charge of Passage Rates by Cargo Steamers.

For further particulars, apply to—**THE BANK LINE LTD.**
(Tel. Central 730).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

"DIOMED" via Suez Canal 11th June.
"MENELAUS" via Suez Canal 21st June.
"CITY OF SHANGHAI" via Suez Canal 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	8th June
CHAMILLON	—	—	22nd June
ARFENS	22nd May	9th June	8th July
PORTUS	23rd May	10th June	20th July
AMAZONE	5th June	21st July	31st Aug.
ANGKOR	19th June	21st July	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £2 9s. 0d. B CLASS (1st Class) £2 8s. 0d. 2nd Class £2 6s. 0d. 3rd Class £2 4s. 0d. 4th Class £2 3s. 0d. 5th Class £2 2s. 0d. 6th Class £2 1s. 0d. 7th Class £2 0s. 0d. 8th Class £1 19s. 0d. 9th Class £1 18s. 0d. 10th Class £1 17s. 0d. 11th Class £1 16s. 0d. 12th Class £1 15s. 0d. 13th Class £1 14s. 0d. 14th Class £1 13s. 0d. 15th Class £1 12s. 0d. 16th Class £1 11s. 0d. 17th Class £1 10s. 0d. 18th Class £1 9s. 0d. 19th Class £1 8s. 0d. 20th Class £1 7s. 0d. 21st Class £1 6s. 0d. 22nd Class £1 5s. 0d. 23rd Class £1 4s. 0d. 24th Class £1 3s. 0d. 25th Class £1 2s. 0d. 26th Class £1 1s. 0d. 27th Class £1 0s. 0d. 28th Class £0 19s. 0d. 29th Class £0 18s. 0d. 30th Class £0 17s. 0d. 31st Class £0 16s. 0d. 32nd Class £0 15s. 0d. 33rd Class £0 14s. 0d. 34th Class £0 13s. 0d. 35th Class £0 12s. 0d. 36th Class £0 11s. 0d. 37th Class £0 10s. 0d. 38th Class £0 9s. 0d. 39th Class £0 8s. 0d. 40th Class £0 7s. 0d. 41st Class £0 6s. 0d. 42nd Class £0 5s. 0d. 43rd Class £0 4s. 0d. 44th Class £0 3s. 0d. 45th Class £0 2s. 0d. 46th Class £0 1s. 0d. 47th Class £0 0s. 0d. 48th Class £0 0s. 0d. 49th Class £0 0s. 0d. 50th Class £0 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"MIN" from DUNKIRK, LONDON & HAVRE is due to arrive End of June.

Sailings subject to alteration without notice.

For full Particulars, apply to—**MESSAGERIES MARITIMES CO.**
Telephone: Central 740. 8, Quai de Commerce, 8, Quai de Commerce.

2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. S. Turnhill Tuesday, 3rd June, at 1 p.m.
SHALING Capt. W. C. Passmore Friday, 6th June, at 4 p.m.
HAIPHONG Capt. Ellis Walker Tuesday, 10th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

SS. "ROMAN PRINCE" 14th June.
SS. "EASTERN PRINCE" 1st July.
SS. "GA-LIO PRINCE" 18th July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165 (Incorporated in Great Britain).
Telegrams (Furness) St. George's Building.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,273	3rd June, Noon	Manila, Spore, & B'way.
"SICILIA"	6,813	11th June	Spore, Penang, Colombo & B'way.
"KASHGAR"	8,840	14th June	Mara, London & Antwerp.
"MOREA"	10,911	28th June	do.
"KIDDERPORE"	5,234	30th June	Spore, Penang, Colombo & B'way.
"SOUDAN"	6,813	8th July	Spore, Penang, Colombo & B'way.
"KARMA"	9,098	12th July	Mara, L'lon, & Antwerp.
"MALWA"	10,911	28th July	do.
"DEVANHA"	6,813	9th Aug.	do.
"SICILIA"	6,813	2nd Aug.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,902	23rd Aug.	Mara, L'lon, & Antwerp.
"NAGOYA"	6,813	30th Aug.	do.
"SARDINIA"	6,813	4th Sept.	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	8th Sept.	Mara, L'lon, & Antwerp.
"KASHMIR"	11,430	20th Sept.	do.
"MOREA"	8,363	4th Oct.	do.
"KASHGAR"	10,911	18th Oct.	do.
"MALWA"	8,840	1st Nov.	do.
"KARMA"	10,941	15th Nov.	do.
"MANTUA"	10,902	28th Nov.	do.
"SICILIA"	10,902	13th Dec.	do.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	Date	Destination
"TORILLA"	5,205	14th June	Singapore, Penang & Colombo.
"TALMA"	10,000	20th June	Singapore, Penang & Calcutta.
"JAPAN"	6,052	28th June	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	Date	Destination
"ARAFURA"	6,000	2nd July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	30th July	do.
"EASTERN"	4,000	27th Aug.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Fanning Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	Date	Destination
"TALMA"	10,000	5th June	Amoy, Moji & Kobe.
"KIDDERPORE"	5,234	8th June	Shanghai & Kobe.
"ARAFURA"	6,000	12th June	Amoy & Kobe.
"KARMA"	9,098	13th June	Amoy, Moji & Kobe.
"SOUDAN"	6,813	14th June	Shanghai.
"JAPAN"	6,052	15th June	Amoy & Kobe.
"TANDA"	4,958	25th June	Amoy & Kobe.
"MALWA"	10,911	27th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	30th July	Amoy & Kobe.
"DEVANHA"	6,813	11th July	Shanghai, Moji & Kobe.
"TAKADA"	6,919	21st July	Amoy & Kobe.
"MANTUA"	10,902	23rd July	Shanghai, Moji & Kobe.
"SICILIA"	6,813	26th July	Shanghai.
"NAGOYA"	4,354	1st Aug.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Amoy & Kobe.
"SARDINIA"	6,813	8th Aug.	Shanghai & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	11,430	22nd Aug.	do.
"ARAFURA"	6,000	5th Sept.	Amoy & Kobe.
"MALWA"	10,911	13th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Amoy & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KARMA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Amoy & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,007	29th Nov.	do.
"ARAFURA"	6,000	8th Dec.	Amoy & Kobe.
"MACDONALD"	11,089	13th Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

Parcels Measuring not more than 24 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI & NEWCHANG	"CHEERUNG"	On 2nd June, 3 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 3rd June, 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 3rd June, 2 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 3rd June, 2 p.m.
SHANGHAI	"SHANSHI"	On 4th June, 3 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEIHOW"	On 4th June, 4 p.m.
SWATOW & SHANGHAI	"KINAN"	On 5th June, 2 p.m.
SHANGHAI	"KANGSUNG"	On 6th June, 4 p.m.
SHANGHAI & TSINGTAO	"YANGSUNG"	On 6th June, 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 7th June, 3 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 8th June, 2 p.m.
SHANGHAI & NEWCHANG	"NEWCHANG"	On 9th June, 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENAN"	On 10th June, 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 10th June, 2 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
Telephone Central 32. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thura Is. & Aus. Ports.
"KUTU"	30th June	—
"TAIYUAN"	9th July	14th July

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—**BUTTERFIELD & SWIRE.**
Telephone No. Central 32. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 9th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (SUMMER).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S.	Destination	Sails
"NIPPON"	Yokohama, Kobe & Moji	3rd June
"GERANIA"	Yokohama, Kobe & Moji	20th June
"ROSANDRA"	Yokohama, Kobe & Moji	2nd July
"BRENTA"	Yokohama, Kobe & Moji	20th July
"VENEZIA"	Yokohama, Kobe & Moji	3rd August

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S.	Destination	Sails
"DUCHESSA D'AOSTA"	Yokohama, Kobe & Moji	7th June
"SILVIO FELICO"	Yokohama, Kobe & Moji	4th July
"NIPPON"	Yokohama, Kobe & Moji	8th July
"GERANIA"	Yokohama, Kobe & Moji	5th August
"ROSANDRA"	Yokohama, Kobe & Moji	8th August
"BRENTA"	Yokohama, Kobe & Moji	5th September
"VENEZIA"	Yokohama, Kobe & Moji	8th September

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 10th June

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.

U.S.S.	Destination	Leave Hongkong
"WEST CHOPAKA"	San Francisco	2nd June
"WEST CARMONA"	Los Angeles	4th June
	San Francisco	12th June
	Los Angeles	14th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.S.	Destination	Leave Hongkong
"WEST CAJOOT"	Manila	2nd July
	Cebu	4th July
	Zamboanga	12th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
FOR SAIGON, SINGAPORE, ZAMBOANGA, CEBU
AND MANILA.

U.S.S.	Destination	Leave Hongkong
"WEST MOSTOP"	Manila	6th June
	Cebu	11th June

For Full Information, Apply to—**STRUTHERS AND BARRY.**
1st Floor, Queen's Buildings,
Phone No. Central 3076.
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRAITS & JAVA.
Res. Agent.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" on or about 8th June

For further particulars, please apply to—

Branch Office S. MITARAI, Agent.

No. 27, Bonham Strand West. Top Floor King's Building.

Tel. Central No. 155. Tel. Central Nos.

POST OFFICE NOTICE.

GENERAL HOLIDAY

On Tuesday, the 3rd of June, the G.P.O. and the Branch Post Offices will be open as follows:-
 The G.P.O. & Kowloon Branch—8 a.m. to 9 a.m.
 Sheungwan Branch—8 a.m. to 9 a.m. and 5.30 p.m. to 6 p.m.
 Wanchai, Sanyingpun, Yauwail, and Sui Po Branches—8 a.m. to 9 a.m. and 5 p.m. to 6 p.m.
 There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence from the G.P.O. at 9 a.m.
 There will be one delivery from the Branch Post Offices at noon.
 The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due
Manila	Pres. Wilson	2nd June
Shanghai	Yingchow	2nd June
Straits	Taiwan	3rd June
Shanghai	Chinkiang	3rd June
Shanghai	Kashima Maru	3rd June
JAPAN	Emp. of Australia	4th June
CANADA, U.S.A., JAPAN AND SHANGHAI	Pres. Lincoln	7th June
U.S.A., JAPAN AND SHANGHAI	Pres. Van Buren	8th June
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Jefferson	10th June

OUTWARD MAILS.

For	Per	Date
Manila	Yuancong	Monday, 2nd, 9.00 A.M.
Shanghai and Japan	Carmarthen	10.30 A.M.
Straits	Dardanus	10.30 A.M.
Fort Bayard	Wah Shan	10.30 A.M.
Shanghai	Cybele	3.30 P.M.
Swatow	Hydrangea	6.00 P.M.
Saigon	Orchids	6.00 P.M.
Swatow, Amoy & Foochow	Haitong	Tuesday, 3rd, 9.00 A.M.
Amoy	Sinkiang	9.00 A.M.
Swatow and Bangkok	Kuangtung	9.00 A.M.
Manila	Alipora	9.00 A.M.
Swatow	Yusan	Wednesday, 4th, 8.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Kashima Maru	Registration 8.45 A.M. Letters 9.30 A.M.
Shanghai, Japan, Hawaii, U.S.A., Central & South America, & EUROPE via SAN FRANCISCO due San Francisco, 27th June.	Pres. Wilson	Parcels Noon Registration 2.45 P.M. Letters 3.30 P.M.
Wei Hai Wei	Kuichow	3.30 P.M.
Swatow, Amoy and Formosa	Kien Maru	Thursday, 6th, 8.30 A.M.
Manila	Achilles	5.00 P.M.
Swatow, Amoy and Foochow	Hai Ning	Friday, 5th, 3.00 P.M.
Sandakan	Mansung	Noon
Amoy and Manila	Suisung	Saturday, 7th, 2.00 P.M.
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles about 8th July.—Ship sails at 4 p.m. Sunday, 8th June.	Ambois	Registration 8.00 P.M. Letters 9.00 P.M.
Swatow, Amoy and Foochow	Haitong	Tuesday, 10th, 2.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th July	Kashgar	Friday, 13th, 5.00 P.M.
		Saturday, 14th, Registration 9.45 A.M. Letters 10.30 A.M.

LOCAL AND REGULAR OUTWARD MAILS

From SHEUNGWAN BRANCH FOR	On Week-days	On Sunday	On Holiday
Canton and Samahai	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.40 A.M. 9.30 A.M. 9.30 P.M.
Tai Ping Tau	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Longmoon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kaukung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Wachow	9.30 P.M. Except Saturdays	10.00 A.M.	4.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

	(DIRECT)
DARDANUS	2ND JUNE London, Hull, Rotterdam & Hamburg
LAOMEDON	9TH JUNE London, Rotterdam & Hamburg
MENTOR	16TH JUNE Marseilles, L'lon., Rotterdam & Hamburg
LYCAON	30TH JUNE London, Rotterdam & Hamburg

LIVERPOOL

	(DIRECT OR VIA CONTINENTAL PORTS)
CALCHAS	3RD JUNE Marseilles, Havre, Liverpool & Glasgow
NINGCHOW	20TH JUNE Genoa, Marseilles, Liverpool & Glasgow
DEMODOCUS	1ST JULY Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

	(VIA KOBE AND YOKOHAMA)
ACHILLES	23RD JUNE Victoria, Seattle & Vancouver
PHILOCTETES	11TH JULY Victoria, Seattle & Vancouver

NEW YORK SERVICE

	(VIA SUEZ OR PANAMA)
DIOMED	11TH JUNE Boston, New York & Baltimore (via Suez)
MENELAUS	21ST JUNE Boston & New York (via Suez)
CYCLOPS	11TH JULY Boston & New York (via Suez)

PASSENGER SERVICE

ANCHISES	15TH JUNE Shanghai
MENTOR	16TH JUNE Singapore, Marseilles & London
ANCHISES	14TH JULY Singapore, Marseilles & London
TETRESIAS	11TH AUG. Singapore, Marseilles & London
SARPEDON	9TH SEPT. Singapore, Marseilles & London
PATROCLOS	21ST OCT. Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

May 31st, 1924.

ON LONDON—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 13/16
Bank Bills, at 30 days sight	2/4
Bank Bills, at 4 months sight	2/5
Credits, at 4 months sight	2/5 1/2
Documentary Bills, 4 months sight	2/5 1/2
ON PARIS—	
Bank Bills, on demand	99 1/2
Credits, at 3 months sight	100 1/2
ON NEW YORK—	
Bank Bills, on demand	61 1/2
Credits, at 30 days sight	53 1/2
ON BOMBAY—	
Telegraphic Transfer	170
Bank Bills, on demand	170
ON CALCUTTA—	
Telegraphic Transfer	170
Bank Bills, on demand	170
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days sight	nom.
ON YOKOHAMA—On demand	128 1/2
ON MANILA—On demand	104 1/2
ON SINGAPORE—On demand	103 1/2
ON BATAVIA—On demand	141 1/2
ON HANKOW—On demand	nom.
ON SAIGON—On demand	nom.
ON BANGKOK—On demand	77 1/2
SOVEREIGN, Bank's Buying rate	3.13
GOLD LEAF, 100 fine, per tola	49.30
BAR SILVER, per oz.	82

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds—	
Sinking	\$4,500,000
Silver	\$25,000,000
Reserve Liability of Proprietors	\$20,000,000

Joint of Directors:
 W. L. PATTERSON, Esq., Chairman.
 H. P. White, Esq., Deputy Chairman.
 B. D. F. Smith, Esq., J. A. Plummer, Esq.,
 A. H. Compton, Esq., J. P. Warren, Esq.,
 Hon. Mr. F. H. Huiyok, N. L. Watson, Esq.,
 A. O. Lang, Esq., G. M. Young, Esq.

Chief Manager:
 A. G. STEPHEN, Esq.
 Manager: Hongkong—A. H. BARLOW, Esq.
 Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.
 CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
 For the Hongkong & Shanghai Banking Corporation,
 A. H. BARLOW,
 Acting Chief Manager.
 Hongkong, 5th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,500,000
Reserve Liability of Proprietor	£2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
 Manager.
 Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO)

Incorporated by Special Imperial Charter, 1920.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 62,500,000
Reserve Fund	Yen 12,980,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Gila, Kagi, Karanko, Keelung, Makung, Nanto, Pinau, Shichang, Taichin, Tainan, Takow, Tamsui, Toiyen, Aiko.
 CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Singapore, OCHINA—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
 LONDON COUNTESS WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial centres in the European Continent, India, Manchuria, Tibet, Java, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
 Manager.
 4, Des Voeux Road,
 Hongkong, 15th September, 1922.

AN UNQUALIFIED SUCCESS

The "Capstan de Luxe"
 QUAL



To those smokers who prefer an oval cigarette and who find Egyptian and Turkish cigarettes too heavy, the "Capstan de Luxe" makes an irresistible appeal.

"Capstan de Luxe" are manufactured in England of the finest Virginia Tobacco. Sold by all High-Class Tobacconists.

This advertisement is issued by the British American Tobacco Co. Ltd.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorized Capital	\$10,000,000.00
Paid-up Capital	\$5,000,000.00
Reserve Fund	\$5,000,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, and on Fixed Deposits at the following rates—

For 3 months at the rate of 3 per cent.	
For 6 " " " " " " " "	
For 12 " " " " " " " "	

KAN TONG PO,
 Chief Manager.
 Hongkong, March 16th, 1924. [34]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 95 Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 58,400,000.00
Reserve Fund	Fr. 59,887,233.54

BRANCHES:
 Bangkok, Hongkong, Saigon, Batavia, Shanghai, Canton, Nanking, Singapore, Peking, Tientsin, Hankow, Yunnanfu, Hanoi, Pondicherry.

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.
 IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.
 IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange business transacted.

A. LECOT,
 Manager.
 Hongkong, 20th March, 1924. [33]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,060,000
Reserve Fund	£1,250,000

BANKERS:
 THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Calcutta, Cebu, Hongkong, Madras, Shanghai, Bombay, Hankow, New York, Singapore, Calcutta, Kandy, Penang, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malacca).

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
 Manager.
 7, Queen's Road Central,
 Hongkong, February 11th, 1924. [30]

THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE: YOKOHAMA.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

BRANCHES AND AGENCIES AT:
 Batavia, Kobe, Soerabaya, Bombay, Calcutta, Rangoon, Cebu, London, San Francisco, Calcutta, Los Angeles, Seattle, Hongkong, Manila, Shanghai, Dairen (Dalny), Nagasaki, Singapore, Fongtien, Nanking, Shimonoseki, (Mukden), Newchwang, Sydney, Hankow, Osaka, Tientsin, Hongkong, Yokohama, Tokyo, Peking, Yunnanfu, Hanoi, Rio de Janeiro, Vladivostok, Kai Yuen.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHITAMA, Manager.
 Hongkong, 17th Sept. 1923. [29]

Printed and Published by BENJAMIN A. HALL, for the HONGKONG DAILY PRESS, LTD., at 11, Charter Road, Victoria, Hongkong. LONDON OFFICE: 131, Fleet Street, E.C. 4.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) B. A. N. K.

Established 1824.

Authorized Capital	150,000,000.00
Paid-up Capital	80,000,000.00
Reserve Fund	19,789,180.00
Special Reserves	22,688,870.00

Head Office—AMSTERDAM.
 Eastern Head Office—BATAVIA.

BRANCHES—Batavia, Bandoeng, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kotabradja, Makassar, Medan, Padang, Palembang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegay, Tjilatjap and Weltevreden.

LONDON BANKERS—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.
 BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAABGAARD
 Acting Agent.

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES:
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 Hankow—British Consulate.

CORRESPONDENTS IN
 London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PAID UP SERVICE.
 Attractive Rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI,
 Manager.
 1923.